



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

May-June 2020

60th Birthday for Dan Dare's Daimler

Series 2 & Series 3 E-Type tools review

XK8/XKR from launch to last

Austin's 45th celebration



STOP-PRESS #2

AGM RESCHEDULED - PAGE 5

WELSH

ENTERPRISES, INC.

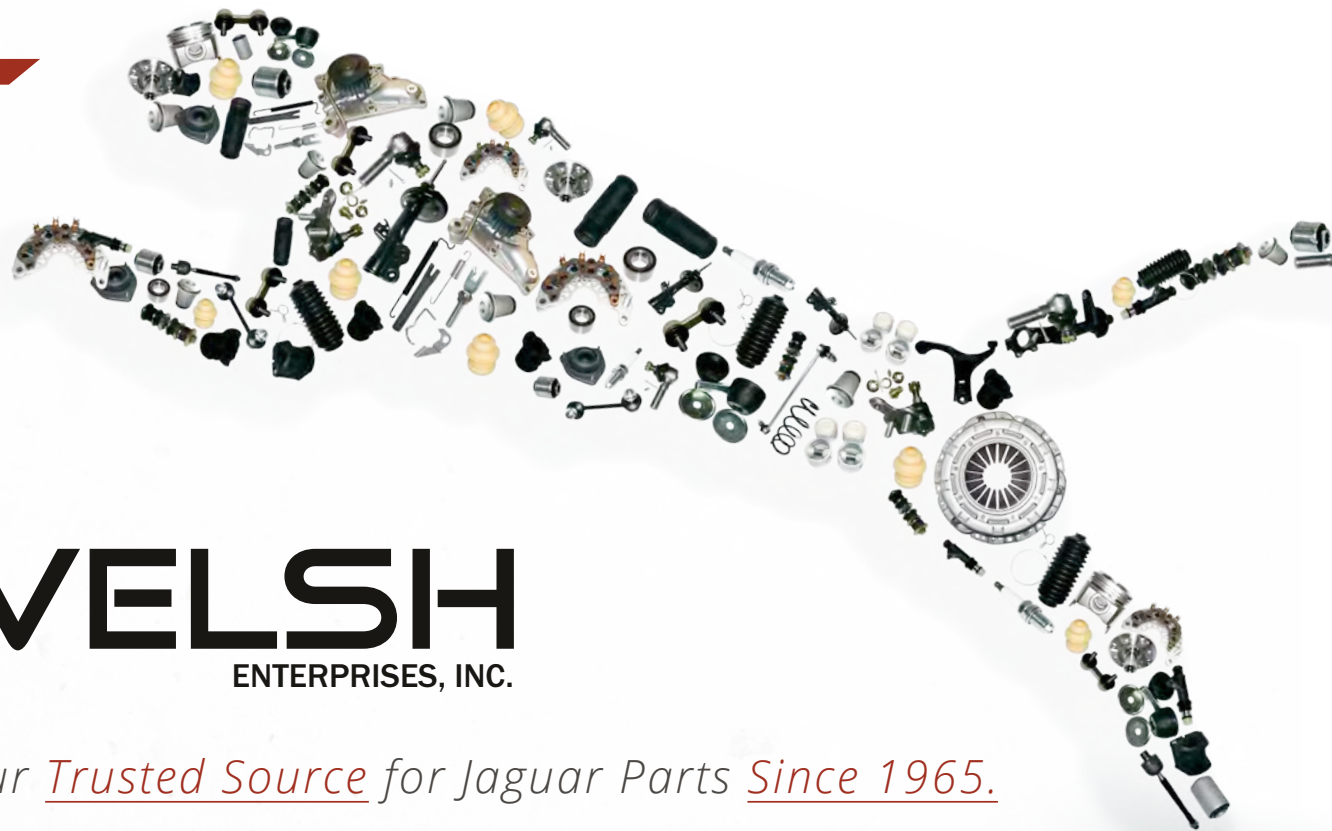
Your *Trusted Source* for Jaguar Parts *Since 1965.*

Welsh Enterprises has been supplying the Jaguar enthusiast with parts for over 40 years.

- We have the largest, continuously expanding inventory of Jaguar parts in the industry from Welsh manufactured parts, used, rebuilt, and rare OEM parts.
- We also have the largest Jaguar only salvage yard.
- Our staff of Jaguar experts have helped countless customers, restoration shops, and Jaguar service specialists with their restorations and routine vehicle maintenance.
- We specialize in everything Jaguar from the Classic XKs, E-Types to late models.

TRY THE WELSH TEAM FOR YOUR JAGUAR NEEDS TODAY!

800.875.5247 (Domestic) | WelshEnt.com | 740.282.8649 (International)



WORLD'S OLDEST JAGUAR MAGAZINE
VOLUME 66 NUMBER 3

Jaguar Clubs of North America, Inc.
Publisher

Peter Crespin Editor

Gregory Wells Associate Editor

Tim Crespin UK Correspondent

Diane DuFour Advertising Manager
dufourdiane51@gmail.com

Contributors: Malcolm Baster, Bill Beible, Clive Branson, Pat Coburn, Tim Crespin, Dean Cusano, Les Hamilton, Jaguar Land Rover, Bob Knijnenburg, Bud Marston, Tom Merrygold, Ramsey Potts, Paul Trout, Gregory Wells.

Photography: Bill Beible, Clive Branson, Pat Coburn, Peter Crespin, Dean Cusano, Les Hamilton, Jaguar Daimler Heritage Trust, Bob Knijnenburg, Jessica Marcotte, Paul Trout, Gregory Wells, Duncan Wherret.

Editors Emeritus:

Michael Cook 1992-2014; Karen Miller 1986-2003; John Dugdale 1966-1991

Opinions expressed in this publication are those of the editors and correspondents and do not necessarily reflect the views or policies of the Jaguar Clubs of North America, Inc. Neither the and staff nor the JCNA is responsible for statements or claims made by advertisers. JCNA and reserve the right to reject any editorial comment or advertisement at their sole discretion.

Subscriptions / Address Changes / Renewals: The is published bimonthly by the Jaguar Clubs of North America, Inc. 500 Westover Drive, No. 8354, Sanford, NC 27330, 888-258-2524 (ISSN 0743-3913). Periodical postage (permit 019-169) is paid at Arvada, CO and additional mailing locations. Postmaster: send change of address to: , Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330.

Members of JCNA affiliate clubs and members-at-large automatically receive as a benefit of membership. Annual dues are \$30 through affiliated clubs' dues. For members at large, the first year is \$100 dropping to \$50 for subsequent renewal. US and Canadian subscriptions are \$30, foreign airmail subscriptions are \$40. US FUNDS ONLY. Contact Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330. Learn more about JCNA and its 67 local affiliated clubs at 888-CLUBJAG (258-2524) or www.JCNA.com.

Produced by The Writers Bureau, MD.
Design and print: Graphcom, PA.

Canadian Distribution: Canada Post International Publications Mail Product Sales Agreement No. 42452017.

Editorial / Club and JCNA Event News: Peter Crespin, 9435 Watkins Road, Gaithersburg, MD 20882 or pcrespin@jcna.com. Advertising correspondence: Diane DuFour, dufourdiane51@gmail.com. Deadlines: Publication is the first of January, March, May, July, September and November. Submit editorial material and advertising orders eight weeks in advance, ad material four weeks in advance. Write for schedule and rates.

© 2020 Jaguar Clubs of North America, Inc.
www.jcna.com



MAY-JUNE 2020

JAGUAR JOURNAL

NEWS & VIEWS

- 4 Blowin' Smoke Evaporating skills pool
- 10 ... President's Perspective Les leads from the front
- 11 NE Region Report New life in old clubs
- 12 ... Canada Calling Varied programs, rich in history
- 13 ... Continental Drift Coventry hosts Project Vector

FEATURE

- 14 ... Tools Tools Tools Marston's magnificent Meisterwerk
- 22 ... Oldest SP250 It's a Daimler, but not as we know it
- 28 ... XK8/XKR Redux Paul Trout's X100 history, part 2

SHOW & SPORT

- 26 ... XJ-S Monaco A conversion for your hidden extrovert side

DRIVES & EVENTS

- 7 Rallying For Kicks Beible's businesslike briefing

WORKSHOP & TECHNICAL

- 34 ... XK Radios: Part Three Bob K's completed compendium

CLUBS

- 5 Rescheduled AGM Columbia S.C. August 21-23
- 38 ... Austin Club Birthday Year Looking back at 2019
- 42 ... Classifieds Free ads for members
- 44 ... JCNA Information More detail than you will ever need
- 45 ... Calendar Events all over
- 46 ... Member Spotlight Juan Sierra

MARKETPLACE

- 39 ... Auction News
- 41 ... Tales From The Trade
- 42 ... Advertiser Index

COVER PHOTO



Photo: Same car, same place, different century – the oldest Daimler sports car returns for a 60th anniversary photoshoot.

Visit JCNA's website!





Blowin’ Smoke

Use ‘em or lose ‘em
Peter Crespin

Last December I upgraded my road car from a 1997 XJ6L to a 2001 VDP. Much as I love the X300s – not least because they are easy to work on – I have to admit the X308 is a better driving experience. In Maryland, cars are safety inspected at each change of owner, so it had to be checked when registered to me.

I took it to the nearest station, which had a couple of ‘work-in-progress’ Pontiac muscle cars in the yard and looked promising. The fact that the VDP had passed its test recently south of the Potomac, but failed a few miles north, suggests that either the Virginia inspector was a slacker or the Maryland guy was harsher – probably a bit of both. Either way, as my new daily driver, the VDP was going to need work to be legal, and I had to find a shop urgently because two UK trips for family funerals had put me behind with other work. I ordered a Coventry West rebuilt steering rack, plus SNG Barratt ball joints and left the car with the inspection shop for them to repair and re-test (having confirmed specifically that they had a big press for the ball joints and had done the same job before on Jaguars).

LOOKING AFTER NUMBER ONE

The work on my car was delayed, due to a preceding repair getting behind and hogging one of their lifts. For a week my only vehicle was my Triumph motorcycle that I hadn’t ridden on freezing roads since leaving the UK. When I rode over to the shop to collect something from the car and to check progress, the service manager looked gloomy. It had taken them hours to do one side and they were going to have to order a special tool for about \$200, and the job was already over budget. I reminded him that he’d told me explicitly that they’d done the work before, but that I could

supply the tool on loan from JCNA if he specified which tool. He said their spring compressors weren’t adequate to complete the job safely and I told him I’d bring my old Churchill tool first, in case it worked on later cars.

For those unfamiliar with XJ/XJS compressors, the JD 115, like the JD 68 before it, uses a black threaded bar about two feet long and 3/4 inch in diameter. The bar goes inside the spring and compresses it via a collar and a two-handed ‘wing nut’ to apply pressure. The tool was too long to fit in the bike’s pannier cases, so I stuffed the heavy handle end down the front of my hi-vis waterproof jacket for the ride back to the repair shop. The route took me through the suburbs of Montgomery County, past an elementary school and a high school, along streets that have half a dozen police residents, judging by the off-duty squad cars often parked outside. I wear the hi-vis jacket in gloomy and wet weather to reduce the chances of being hit by a car; it is designed to draw attention to me. Halfway through the ride I realized that drivers or pedestrians, having noticed the fluorescent yellow jacket and bright red motorcycle, were looking at me as I rode slowly because of the ice risk. Some might have regarded me as a person riding suspiciously slowly with a rifle barrel sticking out from his jacket, complete with a locking pin at the end that looked exactly like a front sight. As I was riding near schools, in the county where most of the Washington sniper attacks had occurred, I suddenly felt very exposed. One 911 call from an alert or perplexed citizen could have escalated rather quickly...

PROBLEM WITH ‘NUMBER TWO’

Next day the work was completed and the bill reduced, so don’t think that tool loans are only for DIY work – they

may save you a lot in shop time if your mechanic doesn’t have the equipment. Driving home, I had to admit the car did feel and sound tighter over rough surfaces. “All’s well that ends well,” perhaps, as Shakespeare put it? Not quite. As I lifted the JD 115 to put it back on the shelf in my workshop restroom, the heavy steel collar slid down the threads like a Liberace left hand glissando. Except that instead of pounding the bass clef for a dramatic finish, the steel chunk emitted a dull “kerr-chunk” as it smashed the toilet bowl on what would be its right front fender, if American Standard dealt with body shells, not body smells. I can think of lots of scatological jokes about having an unwelcome big job to deal with, but for now I’ll confine myself to the well-worn phrase – sh*t happens. Take care everybody...🍑

Peter



Pristine no more – an unwelcome toilet replacement job beckons.



Annual General Meeting Rescheduled for August 21-23, 2020 in Columbia, South Carolina



Please join us for the Jaguar Clubs of North America’s 2020 Annual General Meeting!

The AGM will be hosted by the Jaguar Society of South Carolina, with the gracious assistance of the Coventry Foundation, which houses JCNA’s archives in addition to its extensive collection of Jaguar materials, and is located less than ten miles from the host hotel, the Columbia Marriott, conveniently located downtown, just steps from the state capital, museums, restaurants, shops, and entertainment. We anticipate our community’s long-standing friends and traditional sponsors will attend. While Columbia is a vibrant city and home to the University of South Carolina, there is less transient traffic, which makes it a prudent destination in light of the COVID-19 pandemic, which we are hopeful will have passed by late summer. For a tentative schedule:

Thursday, August 20

Board of Directors tour of JCNA archives and Coventry Foundation... then President’s BOD dinner.

Friday, August 21

The Board of Director’s will have a Board breakfast followed by the morning session of the Board of Director’s Meeting, a break for a Board lunch, and then an afternoon session. The Board of Director’s meeting is open for JCNA members to sit in and observe. Friday afternoon seminars are being considered, and a Friday evening authentic Southern BBQ dinner, prepared by a JSSC club member who is a BBQ “pitmaster” is in the planning stages. The Coventry Foundation will be open to all JCNA members from 1 to 6 p.m., with parking at the Foundation only for Jaguar cars. Activities will include people’s choice awards for ‘come as you are’ cars (no washing allowed), a tour of the Foundation’s vast holdings, a silent auction of rare parts and literature, and a slalom with radio-controlled cars (with trophies awarded).

Saturday, August 22

Delegate breakfast will be offered followed by the AGM morning session, with a break for a delegate lunch buffet, and then the AGM afternoon session. There will be two seminars scheduled from 3:00-4:00 PM, and two from 4:00-5:00 PM. Topics will include Social Media, Insurance, Rally, and Membership. At 6:00 PM, we shall have a Cocktail hour followed by dinner, a speaker and annual Awards presentations.

More details will be provided on the JCNA website as they become available.



Aye, Corona...

“The best-laid schemes o’ mice an’ men gang aft agley...” wrote Robert Burns over two centuries ago. But although it is probably safe to assume he didn’t have the 2020 JCNA Annual General Meeting in mind, nobody felt that it was an especially risky bet to plan for a March AGM in warm, sunny Las Vegas. Steve and Deanie Kennedy and the Rocky Mountain Jaguar Club certainly didn’t think so, and they launched into the necessary preparations with the panache and energy they always bring to the many events they have organized.

But that was in the days when getting sick from ‘Corona’ meant a hangover from too many Mexican beers. Today the whole world knows the name Corona as the name of a family of viruses, a new one of which has spread incredibly rapidly throughout our interconnected world, laying waste to public events in state after state. All of a sudden, the slogan “What happens in Vegas, stays in Vegas” sounded even less convincing than it already did, and despite exhaustive checking the JCNA Board was left with no alternative besides calling off the meeting for the safety of all concerned. We owe Steve and Deanie and their team a huge thank-you for going to so much trouble to no avail and for systematically undoing their negotiated deals and returning all deposits, etc.

Another star of JCNA, who manages to stay cheerful as he goes about his tasks, is JCNA’s secretary, Bob Matejek of Michigan. During the weeks and months leading up to the AGM, while the Kennedys were organizing the logistics, he prepared dozens of sets of documents required to get through the crowded meeting agenda.

“BEAM ME UP, SCOTTY”

As soon as Las Vegas was ruled out, the Mighty Matejek found an extra gear and immediately worked with JCNA President Les Hamilton and Administrator George Camp in a race

to get documents intended for on-site distribution into the hands of individual regional directors and the rest of the JCNA board. Why the rush for a cancelled meeting? Because in view of the crowded agenda and important issues at stake, it was decided to hold the Friday, March 20, board meeting by teleconference, followed by a full ‘virtual’ AGM the next day, as originally planned. The board meeting took over six hours and had about 25 participants, whereas the AGM proper took things to a whole new level, with many of the 85 attendees present for that entire marathon event.

HOT TOPICS

Technically, because of the balance of participating club delegates and absentee proxy votes assigned to regional directors, it would have been possible to hold votes and pass several important changes, on topics like dues and financial planning, website and Journal outlays, concours rule changes and sanctioned event timings. As a truly democratic organization, however, it was decided to re-schedule the AGM for August, in order to give full time for face-to-face discussion of these issues rather than rushing them through via phones and computer screens.

One more urgent issue, that needed to be resolved before the event season got into full swing, was the matter of liability insurance for club activities. The 2019 incident at an Ohio slalom was resolved but highlighted a gap in JCNA’s coverage for competitive events, now resolved, but at significantly greater cost than before. See the panel on this page for full details.

At the time of writing, the corona virus pandemic is showing signs of slowing down globally but not yet in the United States. Jaguar have halted car production in the UK and there is the possibility of a second wave if restrictions are eased prematurely. Nevertheless, we thank you for your commitment and patience

and, as for the postponed AGM itself, we have the excellent Jaguar Society of South Carolina team on the ground organizing everything. Kudos to the South Carolinians for stepping up at short notices and we hope to see you soon in Columbia.

JCNA INSURANCES

- Car events inevitably carry some risk of property damage or injury. This applies to concours as well as slalom or rallies – imagine one vehicle rolling into a nearby car or person – yet every normal car policy excludes competition use. This leaves an insurance gap, and although JCNA buys publications insurance and also covers its officers and directors, it is the general liability policy that has by far the highest premium.
- The general liability policy has up to now provided back-up liability insurance for JCNA, and indirectly to each club, at massively lower cost than any club could manage individually to cover claims by volunteers, spectators, participants or venue owners, etc.
- However, even this secondary policy technically excludes “auto, motorcycle or boat races or events,” and entrants or members need to have their own insurance in force in the normal way.
- We will be making event entry forms clearer on this topic and will include waiver clauses to ensure JCNA and clubs are held harmless.
- JCNA is working with other car clubs to arrange improved cover, albeit at significantly higher cost. Details will be announced in the next *Jaguar Journal*. 📡

Rally – “Where Are We?”

How to unlock the fun in driving

By Bill Beible

It’s a pretty sure bet that you, like most JCNA members, enjoy driving your car on open roads, either alone or with others who share the same passion for our hobby. If you are like me, scenery, fresh air and exhilaration bring us back to the road time and time again. Sometimes, I just take off and “follow my nose” wherever it leads, coming home in time for dinner. It’s also not unusual to join with others on an impromptu ride on a sunny day or participate in an organized drive with our club.

Shortly after joining the Delaware Valley Jaguar Club and JCNA, my wife and I participated in our first rally in about fifteen years. Those earlier contests were gimmick rallies run with friends in Pittsburgh or scavenger hunts during high school. At the encouragement of the late Kurt Rappold, we put our toes in the water at a three-day, 500-mile time/speed rally conducted according to the Great Race format. This was a full immersion baptism! Along with four other driver/navigator teams from our club, we ran in this rally conducted by the Northeast Rally Club. There were about forty cars, including a 1916 vintage Hudson hillclimber, a 1936 Plymouth police car, up to a current model year sedan and everything in between.

Surprising even ourselves, we turned in a respectable performance as newcomers. Sure, we got off course a

few times – as did many of the others driving in the event. Comparing notes about where the mistakes occurred and what we did to get back on course was, to say the least, entertaining. Despite our occasional deviations from the instructions, we always made it to back to home base, where an abundance of food and beverages was provided while people shared stories about their cars, fun they’d had at other rallies and a few tales of unplanned roadside repairs. We had an amusing weekend of friendly competition and have come back for more nearly twice per year since then.

WHAT IS A RALLY?

From our initial experience we learned that a rally is not a race. It is not hard on your car, it is conducted only on paved public roads and you do not need a special rally car to enjoy these events. In fact, all that’s needed is a car with a working speedometer, a stopwatch, a clock with a sweep second hand and a navigator. If you can follow MapQuest directions (remember them?), you can follow rally route instructions! Rally instructions provide ‘turn by turn’ directions along with the speed to drive at steps along the way. Don’t worry about special rally computers, calibrated speedometers, helmets, fireproof clothing or roll-cages – they are not required!



XK8 ready to rally in style.

Rallies are extremely large board games where public streets are the board, your car is the playing piece and the driver and navigator are the players. No matter your order of finish, there’s always a party or celebration at the end of the route!

Webster’s Dictionary defines a rally as “an automobile run of sports cars, on public roads, designed to test driving skills.” Nearly a century ago ‘Jaguar’ cars and owners participated in rallies



The Rally Route – a life-size game board.

in the days of the pre-Jaguar Swallow brand. The SS100 and the Appleyards’ XK120 NUB 120 were amongst the most successful teams in such rallies as the Mille Miglia, Tourist Trophies, the R.A.C. Alpine Rally/Trials in the UK, Rally of the Acropolis, the Tulip Rally, Tour de France and the list goes on. Those were the days when folks drove their cars to events, rallied them and drove home. MK VIIIs, MK IIs, C-Types and D-Types, E-Types and XKs were regular participants.

THE JCNA PROGRAM

Fast forward to 1978 and the AGM in Los Angeles hosted by the Jaguar Owners Club of Los Angeles. At the Hyatt Regency Hotel at LAX, Fred Horner oversaw JCNA, Mike Cook was the Jaguar PR manager and assisted Fred with running the

clubs. Both gentlemen were rally enthusiasts. During that AGM the clubs were organizing and finalizing the foundations of the JCNA concours program. The idea of a JCNA rally program was discussed as a new option to include those members who were active rally participants. Rallying in those days used a mixture of SCCA rules, R.A.C. rules and other formats. Rally clubs were very popular, running everything from Monte Carlo stage rallies, time/distance/speed rallies, hare and hound, poker, gimmick and picture rallies. Some of these were even run at night, rain or shine.

It was decided, then, to organize a JCNA rally program that could be used by all the JCNA clubs for USA and Canada competition. During 1987, a core group of rally enthusiasts organized a rally committee and approved a time/distance/speed format for the USA and Canada clubs. History credits Ronald and Diana Cataldo for developing the TDS rally guide for JCNA. Mike Cook was also very involved in this effort to bring rallying to JCNA clubs. In 1988, the Austin, Texas, AGM adopted the new JCNA rally championship program immediately for a one-year trial period, based on the SCCA TDS rally format rules.

The clubs that immediately began organizing and running rallies were the Canadian XK Jaguar Register, Jaguar Owners Club of Los Angeles,

San Diego Jaguar Club, Jaguar Club of Florida, Jaguar Owners Club of Oregon and the Nation's Capital Jaguar Owners Club. In 1989, JCNA records show that five rallies were staged. Later, the Monte Carlo format was adopted and approved for JCNA competition. Clubs staged rallies ranging from 50 to 250 miles, some including overnight stays during the event. As time went on, rallying became more difficult because of population growth and the value of our cars. Today the JCNA Rally Committee is tasked with rejuvenating this once-popular event with new vigor and ideas. Rallies are fun and are sociable club events. Meeting other driving enthusiasts, experiencing the full performance of your car, and enjoying the camaraderie of fellow club members is the goal of the JCNA Rally Committee.

As you see, rallies have been enjoyed by many JCNA members for over thirty years. Selfishly, rally competition is one more way to have fun with our cars and people in the club. These beautiful vehicles also serve as 'billboards on wheels,' providing promotional exposure to potential new members and may pique someone's interest in experiencing the beauty and pleasure of a Jaguar. If you enjoy meeting and talking with new people, our Jaguars are wonderful catalysts for impromptu talks with others about our cars and our clubs.



Jaguars and a variety of old and new cars.

READY TO RUMBLE

Les Hamilton and other JCNA leaders are concerned with the steadily declining participation in JCNA-sanctioned rallies. Earlier this year, I was asked to chair the Rally Committee with the objective of revitalizing participation. Six JCNA members have volunteered to pitch in and help with this effort:

- John Corey – Capital Region Jaguar Club of New York
- Bill Davis – San Antonio Jaguar Club
- Harold Kelly – Jaguar Car Club of North Florida
- Rick Martin – Jaguar Owners Club of Oregon
- Mark Mayuga – Jaguar Owners Club of Los Angeles
- Rosemary Price – Jaguar Club of Southern Arizona

After getting organized and discussing our own opinions of reasons for the low participation, we elected to survey all clubs in JCNA to gather perspectives and recommendations from as many members as possible. The response rate was excellent and broad enough for us to draw some meaningful conclusions. Twenty-seven clubs responded, representing approximately 40% of JCNA members. Key findings and recommendations from the responding clubs are as follows:

- Over recent years, fewer than 1% of individual JCNA members have competed in JCNA-

sanctioned rallies. The great majority of clubs do hold a variety of pleasure drives.

- Only three or four clubs now conduct or participate in rallies.
- Primary roadblocks to greater rally participation include lack of knowledge/familiarity and perceived difficulty – for both drivers and organizers.

- The top two recommendations are

(1) provide training and education to a broad audience to demystify rally by providing a straightforward understanding of procedures, rules, requirements and their relative simplicity and (2) promoting rally throughout JCNA and the local clubs to encourage organizing and participating in rallies.

A rally seminar was on the agenda for the now-postponed AGM (see

page 5) to discuss rallies in general and to review the specifics of the JCNA sanctioned rally program, to encourage local clubs to "give it a try," either as an informal fun rally or an easy sanctioned event. This seminar will now take place at the rescheduled AGM.

John Corey is developing a short overview video that explains rally and includes some action shots of two driver/navigator teams. Members of the rally committee are always available to help answer questions and provide advice.

This article is the first of a series in the *Jaguar Journal* where the program will be explored to provide a simple, straightforward explanation of rallies and, hopefully, demystify them enough so that people understand that rallies are not difficult to organize and that no special training or equipment is required to have a fun day with your cars and friends. Topics to be addressed

include descriptions of the different rally types (time/speed, time/speed/distance, etc.), scoring, planning a route, conducting the rally and staffing. We also plan to include articles sharing experiences at events like the recent San Antonio Jaguar Club Rally to Luckenbach and this summer's 'Jaguars at Saratoga' rally.

It may be that newer members are less familiar with road rallies than in earlier years, or less interested because they are discouraged by first seeing full-race style rallies on TV. Before concluding that road rallies are passé, we must grow the number of people experiencing JCNA road rallies, then get their thoughts on ways to make them more enjoyable to a larger group of people. In future, modifications to JCNA rules will be considered based on the experience and input of participants and, equally important, feedback from those who choose not to participate. 🍷



Lucas Brothers Great British Car Rally.

PRESERVING THE ART AND SOUL OF
JAGUAR VINTAGE SPORTS CARS

At Sport and Specialty, we are all avid car people and strive to provide true craftsmanship in every job we do.

Sport & Specialty
www.sportandspecialty.com



President's Perspective

Keeping on keeping on

Les Hamilton

THE TIME LINE

Since penning the last message I have been back to the UK three times for family reasons and have new respect for young whippersnappers (as I once was, believe it or not) who can hop on an airplane, fly for more than 12 hours and get right into an eight or 10-hour day without missing a beat. I re-read the Editor's very candid column in the excellent March-April *Journal* and also the article on "To Drive or Not To Drive," finding both poignant and relevant.

THE INSPECTION LINE

My daily driver is an F-PACE and I drive back and forth from the Monterey area to Las Vegas several times a year. The F-PACE is a superb vehicle and its comfort and driver aids make this 500+ mile night journey much more manageable. Contrast this to my E-Type, which is a much more thrilling and enjoyable experience for the first 200 miles or so in daylight. But beyond 200 miles, or after dark, the car is ready to go but my old bones/eyes are not. Consequently, I recently decided to withdraw from the 2020 Oil Leakers Tour, scheduled to cover about 2,000 miles of great backroads around the western states. Travelling in a group of nearly 20 E-Types and great company is fantastic, but as Robert and Peter's article asks, "Would You Pass Inspection?"

THE MEETING LINE

JCNA is approaching its 70th anniversary and, although not slowing down, it is changing. One of the long-held traditions is the Annual General Meeting – the one event each year when the Board meets face-to-face with representatives of any or all the JCNA clubs. As I write, we are engaged with last-minute preparations for the 2020

AGM in Las Vegas. Bob Matejek, the JCNA Secretary, in conjunction with the Regional Directors and the Committee Chairs, is particularly busy assembling the materials and the delegate lists, etc. Great work, Bob, and also Steve and Deanie Kennedy, who organized the event remotely. Now the only thing we cannot control is the COVID-19 virus. Fingers crossed.

THE PARTY LINE

A more recent tradition of JCNA is the International Jaguar Festival. We had a great event in 2018 and whilst there was no 2019 IJF, the 2020 event in Florida next October promises to be a super event. Phil Mannino, president of the Jaguar Club of Southwest Florida, in collaboration with the other southern Florida clubs, has put together a great program. For more information, check out their website at www.jaguarclubofswf.com/ijf-2020. While the IJF will signal the end of the 2020 JCNA concours season, right now the clubs are up and running and several have already held events. Concours, rallies and slaloms are great ways to get Jaguar owners together and also to attract new members to the club. If you have ideas on how these events can be expanded or more fun, please let the relevant JCNA committees know and, if you have time, volunteer.

THE CREDIT LINE

In common with similar organizations, JCNA is facing financial challenges and some unusual expenses. This will be a topic of discussion before, during and after the AGM, as the various committees and the Board continue to look for ways to improve this situation in the short and longer-term. Once again, your ideas are welcome, so let your regional director or myself know (see p. 44 for details). After

Jaguar Land Rover, our largest source of non-dues revenue is our advertisers, so please support these great businesses and organizations and let them know you are a JCNA member and appreciate their support.

THE PHONE LINE

As part of the preparation for the AGM, JCNA encountered a few problems reaching some club presidents and secretaries as a result of officer changes in the new year. If you are a club secretary or membership director for your club, please ensure that your information is up to date on the JCNA Clubs page.

THE POLICE LINE

On an unrelated note, two of my favorite TV programs are *Endeavour* and *Morse*, which, apart from being darned good stories, feature great cars including a 3.8 S-Type and a Mark 2. While watching an episode the other evening, my wife pointed out that no matter how hard the chase and how dirty the conditions Morse's car was always bright and shiny. That's a feature that I would like for my car! Heroes always have well-groomed hair too, but I've given up on that one.



Real-life Jaguar fan, the late John Thaw as Morse with his Mk 2.

Looking forward to seeing you on the road. 🍷

Les Hamilton

Northeast Regional Report

This region acts like one big club!

By Dean Cusano

The Northeast Region comprises 12 very energetic clubs that typically hold around 20 sanctioned events per year.

WE TAKE OUR CONCOURS VERY SERIOUSLY!

The 2019 concours schedule was full and, with quite a few North American winners; it was also fruitful for the New England clubs. In fact, the Northeast Region took home a total of 12 JCNA titles in various classes and there were enough cars entered regionally to take home 10 regional places. Jaguar Club of Southern New England (JCSNE) and Jaguar Association of New England (JANE) should both be applauded for their mutual coordination of judging teams and attendees. Both clubs routinely run very two of the region's biggest and most successful concours, including JCSNE's 51st JANE's 48th. Chief Judge Aldo Cipriano was at the helm of the JANE three-day concours in Sturbridge, Massachusetts, with over 60 cars attending and 16 competing. JCSNE's Chief Judge Harold Kritzman managed a 38-car JDCLI event with 12 concours entrants, including Spiro Neokleous and his son from the Jaguar Drivers Club of Long Island, who won a podium position with their beautiful 1997 Neiman Marcus edition XK8.

JDCLI's own concours (their 46th) drew a fabulous audience to the posh Vanderbilt mansion. Chief Judge Richard Mooers headed a judging team drawn from many of the neighboring JCNA clubs. It is this coordination of judges and entrants between neighboring clubs that makes JCNA enjoyable and social. The caravan of entrants from JCSNE who drove to attend the show at the Vanderbilt included three entrants who went on to become 2019 North American Champions.

RALLIES

Bill Beible chairs the JCNA rally committee, as well as being my fellow Northeast Region director. Bill ran most of the 2019 JCNA rallies with the Delaware Valley Jaguar Club – with just one other held by the San Antonio Jaguar club in January. Bill's rally program kept him busy from April all the way through October 2019. The rally scene is growing fast! People are realizing how much fun rally is. It is a great way to get the Jaguar out and exercise it without too much stress – on the car at least. Look out for help and guidance on how to run fun rallies in *Jaguar Journal*.



Long Island's Spiro Neokleous and his son with their XK8 at JCSNE's concours exemplify the consistent club cross-participation in the Northeast Region.

SLALOM

The Northeast Region is also lucky to have JCNA's slalom committee chair within our region: John Larson (Nation's Capital Jaguar Owners Club). Our region had a total of seven slalom events including some very fast Class Z (non-Jaguar) entrants. It is clear that JCNA members in the Northeast believe in using their cars and having fun!

The Empire Division of New York has been revitalized in recent years by their new leader, Richard Clarkson. For many years the Empire Division has hosted an amazing High Performance Driving weekend in Connecticut at Lime Rock Park, which is an annual end-of-May event. JCNA members can stretch their legs and cars a bit on a professional and safely-monitored track, where plenty of instructors are on hand free of charge for all novice drivers. It is exciting to see Empire fill in their calendar of events under Richard's new direction and we are looking forward to the club's bright future.

Of course, in March 2019 the AGM was hosted at the JLR headquarters in Mahwah, New Jersey, the perfect place for people to check out where the magic happens. JCNA members were able to tour the archives and also test drive the new I-PACE, view a full showroom of interesting vehicles both new and old, and attend any number of informative seminars held at the place where it all matters and taught by the people who make the product. The fact that JLR headquarters is close to both New York City and some very unique restaurants made the evening schedule at the AGM memorable.

It was a great AGM at Mahwah in 2019 followed by a banner year for JCNA, and it would have been a great AGM in Las Vegas (see page 5). Please stay involved and active, and bring us your ideas! 🍷

Canada Calling

Taking it to the MAX

By Malcolm Baster

Along with Meghan and Harry, Vancouver Island had another surprise visitor in January, namely 14 inches of snow, necessitating my shoveling out our driveway. That night a serious wind blew, transferring most of the snow from our roof onto the aforementioned driveway, and the passing snow plough sealed our exit with a three-foot high windrow. So I shoveled the driveway again. Can't you just see the lips of our Ontario JCNA members curling in scornful sneers at this pathetic tale of woe?

Pre-snow, we enjoyed our annual Christmas Party and (re)gift exchange. The singing, flapping hats with their flashing lights were a great success. Then for our January prowling we went for dinner and then on to the Victoria IMAX theatre to see *Ford v Ferrari*. Seeing the cars in high-definition on a 5,185 square foot screen with surround sound was an Experience with a capital E!

Jennifer Orum of The Canadian XK Jaguar Register in Vancouver is planning for their 51st Annual Heritage Classic Weekend in August 14-16 with their sister club, the Canadian Classic MG Club. The Saturday show will take place at spectacular Waterfront Park on Vancouver Harbour. The weekend will include a Friday welcome reception and the show will feature 'Entrants Choice' classes for MG and Jaguar, as well as a JCNA-sanctioned concours. Sunday brings a scenic drive and farewell lunch. For further information or to register, see www.jaguarmg.com.

Ray Newson of the Ottawa Jaguar Club looks back fondly (and in reverse chronological order) to last October's Fall Colours drive, when Mother Nature presented them with a beautiful sunny day, resulting in excellent attendance of 16 cars, (14 Jaguars) and 34 people. The route ran south of Ottawa through small towns and countryside then onto the Narrows Lock Road along the world-famous Rideau Canal. After a great lunch at Rideau Ferry on the Rideau river, the group split up, with

some heading directly home while other hardy members continued on to a pub stop at Ashton before ending a great day. Not long afterwards came November's AGM and an almost complete change of executive, giving many long-standing leaders a well-deserved break. Another well-attended event was their annual Christmas dinner, where those same retiring executive team members were recognized for their contributions. In keeping with the mandate to keep our members engaged and involved outside of the driving season, a dinner meeting was held in January and a Valentines Brunch in February. Both social events were well-attended and enjoyed by all. By the time this article goes to press they will have enjoyed their Spring Dinner, complete with Roaring Twenties Speakeasy theme and hopefully all their cats will be back on the road.

Meanwhile, Allan Lingelbach of the Ontario Jaguar Owners Club looks at cars:

"Most of the OJOA contributions to *Canada Calling* focus on its members and events. However, it is worthwhile to report periodically (see what I did there?) about the Jaguar cars which accompany the members. The following revelations are based on our membership at the end of 2019, plus some new members who have joined on January 2020. Between them, OJOA owns 40 XJ models of all years, 36 XJSs, seven 1950s XKs and 28 more

modern XKs. Speaking of modern, our members have 24 Jags still exuding the new car smell... examples such as F-TYPES, F-PACES, I-PACES, XEs and XFs. Meanwhile, there are nine Mark I and Mark 2 compact saloons in the club, but the iconic E-Type leads the pack in OJOA ownership with a staggering total of 44 sitting in garages in various states of tune... or worse. Imagine the display if they all miraculously were made mobile. Unfortunately, the odds of that happening compare unfavorably with being struck by lightning, but it's good for the spares vendors."

"All Jaguars are distinctive and elusive, but within our club membership stables, we have bragging rights on some seldom-experienced creations. XKR-S models are quite uncommon, and our club has two. Then we venture into uber-rare specimens such as a 1947 Jaguar 3.5 liter saloon (incorrectly known as a Mark IV), an F-TYPE Project 7, an XE Project 8 and an XJ220S. Feel free to use Google to learn how few "S" versions of the XJ220 were built! In short, our membership has a substantial way to go to reach 200, but the Jaguar machinery count in our possession has comfortably surpassed that!"

In closing, may I just encourage those of you south of the 49th parallel to visit Canada and take in one of our big annual JCNA "do's" this summer. Just think, you will get away from the election for a few days! 🇨🇦



A fine mix of Jaguars near the Rideau Canal.

Continental Drift

News from the UK and Europe

By Tim Crespin

PROJECT VECTOR – DESTINATION ZERO

It is estimated that the world population hit 1 billion for the first time in 1804. It would not reach 2 billion for a further 123 years, in 1927. The next billion came in just 33 years however, reaching 3 billion in 1960. Thereafter, the global population reached 4 billion in 1974, 5 billion in 1987, 6 billion in 1999 and, by some estimates, seven billion in October 2011, with other estimates being in March 2012. It currently stands at roughly 7.8 billion people. This increasing rate of population growth is inevitably linked to a greater demand for vehicular transportation which, as we all know, is currently dominated by the internal combustion engine. This increased demand for cars will, of course, come at a cost. More cars means more materials needed to make them, more pollution from them and more capacity on our roads to drive them efficiently. As a result of this, car manufacturers around the world are working on ways to cope with the burgeoning population.

Jaguar Land Rover have named their initiative 'Destination Zero,' and it is nothing if not ambitious. They do say nothing good comes easy! Backed by parent company Tata, JLR's Destination Zero mission is an ambition to make societies safer and healthier, and the environment cleaner. Delivered through relentless innovation, the company's focus is on achieving a future of zero emissions, zero accidents and zero congestion – through its products, services and across its facilities. All of that seems like a high bar to reach, and in the case of no accidents, perhaps unattainable, so how do they plan to walk the talk?

As part of this journey, a new concept vehicle has been developed in conjunction with the UK's National Automotive Innovation Centre. As the name suggests, this allowed access to the brightest minds in academia, the supply chain and digital



The future of urban mobility? We shall see.

services – making it the perfect incubator for an innovative concept vehicle. Step forward, 'Project Vector.'

FORM FOLLOWING FUNCTION?

Now at first sight, fans of sexy-looking concept cars, boasting sleek lines and sporting exotic features, are going to be disappointed. In fact, if it weren't for the different-coloured lights, it would be difficult to tell which was the front end and which was the rear – not that this ever hurt 1980s Caprice or Town Car sales. But to measure Project Vector against these standards is to miss the point entirely. Vector is not some design engineer vanity project or pipe dream. It's a realistic vision of the future in the form of a compact, flexible, electric, connected vehicle for urban mobility. Measuring around 4 metres (13 feet) long, the car certainly meets the compact criterion, but small doesn't automatically mean flexible in use. That comes from packaging all of the battery and drivetrain components under a flat floor, which though by no means unprecedented, does allow for varying seating configurations and therefore flexible use of the interior space. It is envisaged that private, shared use and even commercial applications will be possible. Further flexibility is provided by the four-wheel steering, making all manner of driving, loading and parking maneuvers possible, which could prove useful

in tight urban environments. Finally, despite having controls for manual driving, we could expect Vector to be primarily used in autonomous mode.

FLEXIBLE FUTURE?

It is unclear at this time whether or not this would work on existing infrastructure or require extra technology to enable fully integrated, autonomous vehicles in cities. *Jaguar Journal* began featuring autonomous vehicle news five years ago, but the concept has become mired in legal and infrastructure wrangles (especially in JCNA-land) rather than being stumped by insurmountable technical challenges. In the UK, the project team have an ace up their sleeve which they hope will give some extra clarity to this picture.

They plan to work alongside a city council to plan a mobility service from late 2021, to act as a living laboratory for future innovation on the streets. Professor Dr. Gero Kempf, Chief Engineer, said, "It's a unique opportunity – a concept platform designed and engineered around urban-centric use cases by a major car maker as a blank canvas, for developing tailored services and apps in the ecosystem of a smart city." Decoding the academic tech-speak, it sounds like things are about to get exciting. And where is the city in question? JLR's home city of Coventry, where else? 🇬🇧

Jaguar Series 2 and Series 3 E-Type Tool Kits (1968-1974) – Part 2

By Bud Marston

This article identifies every tool offered by Jaguar Cars Ltd for Series 2 and Series 3 E-Types, including wheel-changing equipment except for jacks. To assemble an authentic tool kit, significant visual variations in each tool need to be understood and addressed. To this end, Jaguar enthusiasts may find the following information helpful in identifying and/or verifying the correct rolls and tools for their E-Types.

JAGUAR SERIES 2 E-TYPE TOOL KITS (1968-1970)

The Jaguar Series 2 E-Type included a tool kit of 12 tools (compared with 20-21 tools for the Series 1) housed in a purpose-made tool roll, rolled,

secured by an integral strap and buckle. Wheel-changing equipment was housed in a material container and stowed, along with the tool roll/kit, within the E-Type’s spare wheel compartment.

An unnumbered Interim Parts List (IPL) for the 1969 Jaguar E-Type (c. May 1969) and a revised IPL 5 for Series 2 E-Type (March 1970) – identical except for titles – fully document Series 2 tool kit variations by part number and description.

No Series 2 E-Types sold into the North American market received a tool roll/kit, although they did receive wheel-changing equipment suitable for the OTS/FHC or the 2+2 model, as appropriate. In addition, a

C.10155 Spark Plug Box Spanner and its associated C.2896 Tommy Bar were supplied, housed with the jack.

SERIES 2 E-TYPE – C.31164/A TOOL ROLL

The C.31164 Tool Roll design was introduced from August 1968 for the Series 2 E-Type and the XJ6 Saloon, initially as the C.31164/a variant made of ‘Vynide.’ a thick faux leather having a black outer skin with faintly-embossed leather pattern and a matt-black woven lining. The 14” x 11” roll features nine main and two small pockets, a 12” x 5/8” leather strap, a chromium-plated buckle with roller and a 13”-wide tapered top flap.

JAGUAR SERIES 3 E-TYPE TOOL KITS (1970-1974)

The V12 E-Type tool kit was a continuing evolution of the Series 2 E-Type kit, with a tool roll similar to the Series 2 roll. A new spark plug tool and a new model jack specific to the V12 E-Type were introduced. Wheel-changing equipment continued to be housed in the same container as had been supplied for the Series 2 E-Type.

Jaguar’s Series 3 E-Type V12 Interim Parts List IPL 10 c. March 1971, Publications PC1 and PC2 in October 1972 and Spare Parts List RTC 9014 and RTC 9015 in February 1974, fully document the makeup of Series 3 tool kit variations by Jaguar part number and simple description. No Series 3 E-Types sold into the North American market received a tool roll/

kit, although they did receive wheel-changing equipment as appropriate. And no evidence thus far suggests that any spark plug spanner and its associated Tommy Bar were supplied with North American-market V12 E-Type wheel-changing equipment.

SERIES 3 E-TYPE – C.31164/B TOOL ROLL

The C.31163/b Tool Roll pattern and dimensions were the same as the /a Tool Roll, but the material now used was a thin unlined gloss-black vinyl (flexible PVC) with a lightly-embossed leather pattern on the top surface and a smooth surface on the underside. Two chromium-plated buckle variations secured a 12” x 5/8” leather strap: a roller buckle – the same one used with the C.31164/a Vynide roll – and

a plain rectangular buckle from at least September 1973 onward.

Note: The C.31164/b PVC Tool Roll used for all V12 E-Type tool kits during 1970-1974 was the same tool roll supplied with contemporary XJ6/12 saloons 1970-1979, XJ6C/12C coupes 1975-1977, and XJ-S coupes 1975-1979.

ERRATA FOR PART 1

Jaguar Journal, March-April 2020, Vol. 66, No.2,

Page 16. The C.18636 Special Wrench appeared in all 3.8 and most, if not all, 4.2 tool kits even though the tool became redundant after August 1961.

Page 19. Only one oval foil sticker is correct for the E-Type Thor hammer; the sticker reads: “Hammers & Mallets Thor Made in England.”



C.31164/a Tool Roll for a Jaguar Series 2 E-Type, c. 1969.



C.31164/b Tool Roll for a Jaguar Series 3 E-Type fitted with ‘Turbo-Disc’ wheels, c. late 1973.

JAGUAR SERIES 2 AND SERIES 3 E-TYPE TOOL ROLLS/KITS

Jaguar Cars Ltd allocated a unique part number for each tool kit item. The number was retained so long as no functional or interchangeability alerations were made to the part. Series 2 and -3 E-Type Interim Parts Lists/Spare Parts Catalogs are accurate and reliable *at the part number level of detail*. The progression of tools with the same part number are identified by the suffix /a, /b, /c, etc. Highly authentic tool kits can be assembled by referring to parts lists and catalogs, plus the following table, and the associated photos.

Part No.	Description	Remarks	Time Frame
C.31164/a	Tool Roll	14" x 11" with 12" strap, flap tapered 6-1/4" to 4", thick black Vynide, nine lower pockets	1968-1970
C.996/f-h	Pliers	SSP, 6-1/8" long, forged steel, machined surfaces, multiple Sheffield stamps, black oxide	All Series 2 E-Types
C.11753/b	Tire Pressure Gauge	WAD, Jaguar wings, round head, pointed end for tire valve core, 10 to 48 LBS PER [] IN	Series 2, 1968-1970
C.5444/b	Screwdriver , for Distributor	Lucas, 2-1/8" long, cad-plated hardened steel, feeler gauge bright steel, solid aluminum rivet	All Series 1, 2, and 3
C.5587/d	Feeler Gauge	Single-stroke numerals, two variants: w/serifs from ~ August 1964, sans serifs from 1967-68	All Series 2 E-Types
C.993/e	Extractor , for Tire Valve	Introduced in mid-1964, 1-1/2" long, injection-molded natural yellow Delrin plastic	Series 1 4.2, all Series 2
C.20482	Combination Screwdriver	7-1/2", molded Bakelite six-fluted handle, JAGUAR at base of flute recess, blades gun-blued	All Series 2 E-Types
C.10155/b	Box Spanner , Spark Plugs/Cyl Head	7" x 1" steel tube, end-stamps 1/2" B.S.F. and 3/4" AF, black oxide/oil sealed	Most Series 2 E-Types
C.179/b	Box Spanner , for Spark Plugs	6-1/4" x 1" single-end, 1/2 BSF end-stamp at hex flat, hole 1/2" from non-hex end, gun-blued	Some 1970 Series 2
C.2896/a	Tommy Bar for Box Spanner	9-1/4" x 7/16", hemispherical head shape with beveled rim, oil-black protective finish	Early Series 2 kits
C.2896/c1	Tommy Bar for Box Spanner	9-1/4" x 7/16", rough textured shaft, poorly formed head/excessive bulging rim, black oxide	Later Series 2 kits
C.4594/d 95/d, 96/d 4638/d	Open Ended Spanners (3/4" x 7/8") (9/16" x 5/8") (1/2" x 7/16") (11/32" x 3/8") - All A.F.	SSP; 8-1/2", 7-1/4", 6-3/4", 6-1/4" long, respectively; debossed JAGUAR and SSP, sizes in raised relief both sides, black oxide, overlapped with EAGLE-branded spanners in mixed sets, with EAGLE dominant	Dominant - Series 2 kits
C.4594/c, 95/c, 96/c, 4638/c	Open Ended Spanners (3/4" x 7/8") (9/16" x 5/8") (1/2" x 7/16") (11/32" x 3/8") - All A.F.	Snail Brand, same lengths as Garringtons and T/W spanners, JAGUAR forged, brand and sizes debossed in shanks, black oxide	Single old stock Snail Brand occasionally in earliest Series 2 kits
C.4594/e, 95/e, 96/e, 4638/e	Open Ended Spanners (3/4" x 7/8") (9/16" x 5/8") (1/2" x 7/16") (11/32" x 3/8") - All A.F.	EAGLE debossed at center/Sheffield and England in raised letters at shank ends (debossed for 3/4" A/F x 7 /8" A/F spanner), debossed CHROME VANADIUM on rear shank, sizes stamped on later spanner jaws, black oxide/oil-sealed	1969-1970, w/mixed-brand sets of spanners
C.28687	Hub Nut Spanner , for Wire Wheels	For removal of 'earless' three-lobe hub caps with C.27290 Mallet, natural as-cast bronze finish	Late '67 LHD/Nov '68 RHD
C.27290	Mallet , for Hub Nut	Simmons, 10-3/4", aluminum-painted/likely zinc alloy head, clear varnished hickory handle	March 1968 onward
C.26864/a	Wheel Disc Wrench	1/2"W x 4-3/4", L-shape with 1/2" beveled leg for hub cap removal, cadmium-plated	Series 2 w/disc wheels
C.22401/b	Wheel Brace	Spring-loaded ball-locking/swivel mechanism natural steel, rest cad-plated, round flat end	Series 2 w/disc wheels

Terms

AF or A/F: Across flats

Snail Brand: Thomas Smith & Sons of Saltley, Ltd.

WAD: Walters & Dobson, Ltd., Sheffield

Eagle: Vaughan Bros Ltd. Eagle Work, Willenhall

SSP: Sheffield Steel Products

SERIES 3 E-TYPES—AUGUST 1970-JUNE 1974

Part No.	Description	Remarks	Time Frame
C.31164/b	Tool Roll	14" x 11" w/ 12" strap, flap tapered 6-1/4" to 4", thin unlined gloss black vinyl (flexible PVC)	1970-1974
C.996/g-h	Pliers	Sheffield, 6-1/8" long, forged steel, machined surfaces, multiple Sheffield stamps, black oxide	All series 3 E-Types
C.11753/b	Tire Pressure Gauge	WAD, Jaguar wings, round head, pointed end for tire valve core, 10 to 48 LBS PER [] IN	To ~ September 1971
C.23262	Tire Pressure Gauge	PCL, Jaguar wings, diamond head, screw-out extractor, 10-50 lbf/in² / 0.5-3.5 kfg/cm²	Sep 1971-Sep 1973
C.36262/a	Tire Pressure Gauge (possible)	PCL, Jaguar wings, round head w/flats and nipple extension, 10-50 lbf/in² / 1-3 kfg/cm²	May 1972 to 1974
C.5444/b	Screwdriver , for Distributor	Lucas, 2-1/8" long, cad-plated hardened steel, feeler gauge bright steel, solid rivet	All Series 1, 2, and 3
C.5587/d	Feeler Gauge	Single-stroke numerals, variants: w/serif from ~ August 1964, sans serif from 1967-68	All series 3 E-Types
C.993/e	Extractor , for Tire Valve	Introduced in mid-1964, 1-1/2" long, injection-molded natural yellow Delrin plastic	All series 3 E-Types
C.20482	Combination Screwdriver	7-1/2", molded Bakelite six-fluted handle, JAGUAR at base of flute recess, blades gun-blued	Series 3 until May 1972
C.36263	Combination Screwdriver	5-3/4", transparent six-flute yellow plastic handle, chromium-plated reversible steel blade, C.36263/a handle marked Made in W. Germany/C.36263/b–Made in West Germany, DGBM	May to July 1972 >
C.179/b	Box Spanner , for Spark Plugs	6-1/4" x 1", single-end 1/2 BSF end-stamp at hex flat, hole 1/2" from non-hex end, gun-blued	1970-~ March 1971
C.33607	Box Spanner , for Spark Plugs	7" x 1", two pairs of holes aligned, hex end-stamped 1/2BSF, opposite end round, gun-blued	March 1971- May 1972
C.2896/c1	Tommy Bar , for C.179/b or C.33607	9-1/4" x 7/16", inconsistent quality, poorly-formed forged head, black oxide/oil-sealed finish	1970-01971 Series 3 kits
C.2896/c2	Tommy Bar , for C.179/b or C.33607	9-1/4" x 7/16", inconsistent manufacturing quality, sub-sized deformed head, black oxide	1970 and 1971 Series 3
C.36613	Box Spanner , for Spark Plugs	14" long, bar boss, sleeve, joint, socket w/red insert, and 9-1/2" Tommy Bar bright zinc-plated	May-July 1972 >
C.4594/d 95/d, 96/d 4638/d	Open Ended Spanners (3/4" x 7/8") (9/16" x 5/8") (1/2" x 7/16") (11/32" x 3/8") - All A.F.	SSP; 8-1/2", 7-1/4", 6-3/4", 6-1/4" long, respectively; debossed JAGUAR and SSP, sizes in raised relief both sides, black oxide, overlapped with EAGLE-branded spanners in mixed sets with EAGLE dominant	1970-May 1972 Series 3
C.4594/e 95/e, 96/e, C.4638/e	Open Ended Spanners (3/4" x7/8") (9/16" x 5/8") 7/16" x 1/2") (11/32" x 3/8") (All A.F.)	C.4594/e: Eagle/England debossed front/Chrome Vanadium rear, often stamped sizes; all others: Eagle debossed, Sheffield/England raised letters front, Chrome Vanadium rear, all black oxide	Series 3 to mid-1972
C.36264/a, 65/a, 66/a, 67/a	Open Ended Spanners (7/8" x 13/16") (3/4" x 5/8") (9/16"x1/2") (7/16" x 3/8	HEYCO, raised perimeter jaws, recessed shank fields, AF sizes both sides, HEYCO/ DIN 895/W. or West Germany front side, proprietary bluing protective coat (chromium-plated in 1980s)	Mid-1972 to last Series 3
C.28687	Hub Nut Spanner , for Wire Wheels	For removal of 'earless' three-lobe hub caps with C.27290 Mallet, natural as-cast bronze finish	Series 3 w/wire wheels
C.27290	Mallet , for Hub Nut	Simmons, 10-3/4" long, aluminum-painted/likely cast zinc alloy head, clear varnish hickory	Series 3 w/wire wheels
C.26864/a	Wheel Disc Wrench	1/2" x 4-3/4", L-shape with 1/2" beveled short leg for hub cap removal, cadmium-plated	Series 3 w/disc wheels
C.26864/b	Wheel Disc Wrench	1/2" x 4-3/4", L-shape with 1/2" short leg, passivated cadmium-plated (yellowed appearance)	Series 3 w/disc wheels
C.22401/b	Wheel Brace	Spring-loaded ball-locking/swivel mechanism natural steel, rest cad-plated, round flat end	Series 3 w/disc wheels

Terms

PCL: Pneumatic Components, Ltd., Sheffield

DGBM: Deutsches Bundes Gebrauchsmuster

HEYCO: Heyco GmbH & Co., West Germany

DIN: Deutsches Institut fur Normung eV

Most details were provided by noted Jaguar researcher Roger Payne, Australia, in 22 articles on tools in *The E-Type* magazine during 2017-2019. All tools depicted are original; some were refurbished. Dinos Metaxas, Cleveland, Tennessee, and Classic Showcase, Oceanside, California, helped to locate some elusive tools. Photography by Jessica Marcotte, Alexandria, Virginia.



C.11753/b WAD (top), C.23262 PCL
Tire Pressure Gauges



C.993/e Extractor, for Tire Valve
C.5444/b Screwdriver, for Distributor



C.996/g SSP Pliers



C.20482 Combination Screwdriver



C.10155/b, Box Spanner for Spark Plugs and
Cylinder Head Nuts



C.33607 Box Spanner, for Spark Plugs



C.36262/a PCL Tire Pressure Gauges



C.26864/a (top), C.26864/b Wheel Disc Wrenches



Sheffield Stamps (L-R): C.996/f, C.996/g, C.996/h



C.36263 Combination Screwdriver



C.179/b Box Spanner, for Spark Plugs



C.28687 Hub Nut Spanner, for Wire Spoke Wheels



C.5587/d1 Single-Stroke w/Serifs (left)
C.5587/d2 Sans Serifs Feeler Gauges



C.4595/d (top), C.4594/d SSP Open End Spanners



C.4595/e (top), C.4594/e Eagle Open End Spanners



C.4595/c Snail Brand Open End Spanner



C.2896/a (top), C.2896/c1 Tommy Bars for Box
Spanners



C.22401/b Wheel Brace for Disc Wheels



C.27290 Mallet, For Hub Nut



C.4638/d (top), C.4596/d SSP Open End Spanners



C.4638/e (top), C.4596/e, Eagle Open End Spanners



C.36265/a (top), C.36264/a HEYCO
Open End Spanners



C.2896/c1 (top), C.2896/c2 Tommy Bars



C.36613 Box Spanner with Tommy Bar,
for Spark Plugs



OVER 50 YEARS OF QUALITY FAMILY OWNED SALES AND SERVICE
Specializing in sales and service of high quality pre-owned vehicles

We are located in central Connecticut's Farmington Valley, and provide service to customers locally, nationally and internationally.
We offer experienced service and sales as well as quality restoration services for Jaguar and other exotic motorcars.

Watch for our company profile in an upcoming issue of *Mesh New England* magazine!

333 Cooke Street Plainville, CT 06062 860-793-1055 motorcarsinc.com

Jaguar E-Type / XKE Performance Parts

Racing and high performance enthusiasts demand only the very best parts. We design and manufacture ours to be 'Better than Original' but without damaging the cars irreplaceable heritage.

Our race experience and design technology has been utilised over many years to produce components that will increase the performance of your Road, Race or Rally Car.

Our reputation for building some of the fastest racing E-Types includes the 2016 Jaguar Classic Challenge series winner.



www.bighealey.co.uk



Visit us online at: www.bighealey.co.uk for latest products and prices!

DENIS WELCH MOTORSPORT, YOXALL, BURTON-ON-TRENT, STAFFS DE13 8NA, ENGLAND
Parts Hotline: **+44 (0)1543 472244** | E-mail: sales@bighealey.co.uk

Building the Future of Classic Jaguar.

Moss Motors has taken the reigns of XKs Unlimited. This means a renewed commitment to quality parts and expertise for your Jaguar. Call or visit XKs.com and see what's new.



 Powered by Moss Motors

XK120, 140, 150 / E-Type / Early Saloons / XJ6/XJS / XK8 / Late Models

Get our parts catalogs on a **FREE CD**,
or view them online.

800-444-5247 | www.XKs.com | parts@XKs.com



Aston Martin • Bentley • Jaguar
Rolls Royce • Ferrari • Maserati

Established in 2007, British Automotive Repair, LLC is a full service repair facility specializing in Jaguar, Aston Martin, Rolls Royce, and Bentley, all models dating from the early 1920s to new. We are experienced and passionate, catering to all of your British automobile needs with exquisite care and attention to detail. As an independent repair facility, every customer can expect a personal, professional approach, all within a clean environment. **Our clients expect nothing less.**



British Automotive Repair is the official US supplier and installer of Bamford Rose products. Performance upgrades for Aston Martin cars. bamfordrose.com

(480) 596-5247 | 14850 N. 83rd Place, Suite A-1 | Scottsdale, AZ 85260 | britishautoaz.com

Dan Dare's Dart Discovered

First of the few

By Tony Merrygold, JDHT

DAN DARE'S DART (NOT)

OK, Dan Dare was a fictional fifties UK comic superhero, and the 'Dart' name for Daimler's SP250 was withdrawn after Chrysler complained at its New York Auto Show launch. So strictly-speaking, three of the four words in the title above aren't really true, but... Jaguar Daimler Heritage Trust (JDHT) has recently acquired the oldest surviving Daimler SP250 and repatriated it from Canada. After fulfilling its development duties and serving as a press roadtest car for *Autocar* and *Motor* magazines, car number 100002, registered XHP 438, was sold by the factory to its first private owner, the noted *Eagle* comic artist and Dan Dare's creator, Donald Harley.

The first two prototypes, chassis numbers 100000 and 100001, were dismantled after completing their development duties, so chassis number 100002 is the oldest possible SP250, of which only 2,654 were produced from 1959 to 1964. This was far short of Daimler's original target of 1,500 in the first year and 3,000 for each of the next two years. They were seemingly recognized as special cars, however, since the new model was featured on the cover of *Vogue* in November 1959 (possibly through the influence from the high-profile wife of the Daimler chairman, Lady Nora Docker). Incredibly, 63% of



Donald Harley, the very day he bought his Daimler.

SP250 production (1,670) apparently still survives, although not all of them are on the road. The fiberglass bodywork doubtless helped preserve them to some extent, but still – 63% is an unusually high survival rate for any car from the 1950s and 1960s, at the height of planned obsolescence.

In 1960 the car was returned to the factory for some refurbishment and was then sold to Harley as the first private owner. He sold the car in 1962, replacing it with a Sunbeam Alpine. Like his GM namesake Harley Earl, he was clearly a man of his time who liked cars with rear fins – Dan Dare would have approved! It had four further owners around England over

the next few years and then in 1978 was bought by Mr. R. A. Van Pelt, who exported it to Holland. Later that year he took it with him when he moved to Canada, although the car had very little use before going into storage there.

In 1987 it went to auction and was bought by two Canadian brothers, Doug and Gary Titosky, who started on a 30-year restoration project. Early in 2019 they approached the JDHT to see if we would be interested in purchasing and preserving the car, given its historical significance. As JDHT's Vehicle Collection Manager, I flew to Canada to inspect it and the trustees agreed to the purchase. It arrived at Gaydon in July 2019 and after proving its identity, the DVLA have re-issued its original registration number of XHP 438 which had not been reassigned in the interim. It doesn't get much more original than that.



As delivered to Doug and Gary in 1987. Not quite top-down weather!

Some of the first publicity photographs of the car from 1959 were taken on the grounds of Compton Verney in Warwickshire. This country house had been requisitioned during the war and in the late 1950s was still semi-derelict but resplendent in Capability Brown landscaped grounds, which formed a nice backdrop. Fast forward sixty years and Compton Verney is only about five miles from what is now the Collections Centre at the British Motor Museum in Gaydon, which houses the Jaguar Collection. The house is now an art gallery and the staff there were extremely helpful in giving the JDHT access to the grounds and allowing us to recreate the photographs.



Young Josh with Dad and brother when the project began!

XHP's restoration work started in Canada will be completed in the JDHT's workshop at Gaydon. We have already had it re-carpeted, the upholstery finished and a new hood fitted by Jaguar Land Rover Classic Works. XHP 438 took pride of place on display at the Daimler SP250 Owners



John Box, test driver, behind the wheel again.



R to L (not L to R): Lori and Gary, Deb and Doug, Josh – Gary and Lori's son.

Club stand at the Classic Motor Show at the NEC in Birmingham from Friday 8 to Sunday 10 November, 2019. Doug and Gary Titosky and their families flew in from Canada to see the car and to take in the rest of the show. A host of knowledgeable SP250 enthusiasts also attended the show, including the SP250 historian, who had managed to source a pair of the correct overriders and fog lamps for display.

We produced a limited edition reprint of the original SP250 brochure and replaced the artist's impression of a red SP250, in the centre spread, with a photo of XHP 438. This sold well at the show but copies are still available from our website: www.jaguarheritage.com.

Most interesting amongst the visitors was John Box, the Daimler test driver back in 1959-60. The early cars were known for chassis and body flex, with doors flying open going through roundabouts and marginal road-holding. Included in his report to the board were the comments, "You are

going to kill a customer in this," and "... it isn't a Daimler." He then left the company to do his two years National Service so didn't have to worry about management's reaction to his report.

Coming from mid-Canada, the Titosky's had only been to relatively local car shows and had never seen anything on the scale of the Classic Motor Show at the NEC – the UK's biggest classic car show. The guys spent a full two days there while my wife took the ladies around Shakespeare's Stratford for a bit of culture and some history that pre-dates Canada. Despite having owned 100002 for around 30 years the brothers had never actually driven an SP250. We arranged for them to visit Gaydon and let them take the JDHT's other SP250 out for a drive round the Warwickshire lanes. The ladies followed, being chauffeured in the back of the Queen Mum's 1973 XJ12 Vanden Plas.

XHP 438 is now on display in the Collection Centre at Gaydon. Later this year, once we have completed rebuilding the engine on our 1956 D-Type and swapping the engine on NUB 120, among others, we will get into the restoration work on the car. The body and interior are all in good condition but there are some fairly poor, historic repairs to the chassis which need redoing. While the body is off and the chassis is being fixed, we will replace most of the suspension and brake components to return it to fully running and driving condition. Our restoration won't be finished until sometime in 2021 and we can then take it down the local pub for a game of 'darts.' 🍷



Gary Titosky's snap shows the fiberglass shell stripped bare.

THE ALL-ELECTRIC JAGUAR I-PACE

INNOVATION TURNS ELECTRIC



The All-Electric Jaguar I-PACE combines thrilling Jaguar power and dynamics with the efficiency of an all-electric SUV. Peak electric power takes drivers from 0-60 mph in just 4.5 seconds.[†] That's enough power for the city, with the style to match.

[JAGUARUSA.COM](https://www.jaguarusa.com)

JAGUAR ELITECARE

**5 YEARS 60,000 MILES OF COMPLIMENTARY
SCHEDULED MAINTENANCE & NEW VEHICLE WARRANTY
PLUS 8 YEARS 100,000 MILES EV BATTERY WARRANTY**

THE BEST COVERAGE
AMONG LUXURY BRANDS*

Vehicle shown: 2020 Jaguar I-PACE HSE. [†]Always follow local speed limits. For complete details on vehicle pricing or Jaguar EliteCare coverage, including the new vehicle limited warranty and and claim is based on total package of warranty, maintenance and other coverage programs. © 2020 Jaguar Land Rover North America, LLC

maintenance coverage, please visit [JAGUARUSA.COM](https://www.jaguarusa.com), call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local authorized Jaguar Retailer. *Class is cars sold by luxury automobile brands

Karam's Kat

Jaguar Monaco XJS-X200

Story and photos by Clive Branson

What's the definition of a tough call? Try replacing that moving libido known simply as the E-Type. Although the Series 2 performance was blunted on Federal cars, just the name 'E-Type' required no other clarification, such was its status. The arrival of a V12 version ten years after the E-Type's first launch gave the name new meaning, but nevertheless, Jaguar concluded that their predatory cat was running out of puff, getting a little cramped and long in the tooth. Enter the XJ-S.

Although advertised as metal pabulum, the new model, introduced in 1975, was a boxier and heavier piece of machinery, about as bland as a Swedish police drama. Traditionalists feared its disco-era styling looked like something Nieman Marcus invented to be driven

by high-class prostitutes or advertising executives (same thing?). The pedigree was impeccable, though – it was, after all, Malcolm Sayer who initially conceived it, as he had the E-Type. Some think Sayer was lucky; he died just before the XJ-S body styling was penned for production, when Doug Thorpe took over the helm.

The XJ-S was built using the platform of the then XJ12 saloon, but cut 10 inches shorter. Underneath its disco-polyester jacket lay a 5.3-litre V12 'grand tourer' which, if you stabbed the throttle hard enough, blundered from 0 to 60 mph in just over 8 seconds (though Jaguar boasted a top speed of 143 mph at redline). But the majority of the criticism from purists was that it was about as agile as the HMS Queen Mary,

that its gas consumption was a mere 16 miles to the gallon (not particularly appealing during a world fuel crisis), and that the trunk and hood were large enough to fit the cast of the Sopranos in, yet the interior was cramped. The distinctive rear window pillars were so wide, obscuring vision, that German authorities would not approve it for sale, citing the dangers of restricted visibility. Nevertheless, the XJ-S was aerodynamically more efficient than the much-loved E-Type.

It could be argued that the advent of the Jaguar Monaco XJ-S from Paul Bailey Design enhanced the reputation of the XJ-S. Based in Bristol, the design studio built Jaguar kit cars in conjunction with Jaguar between 1989 and 2001. Though predicated on the



If you see this in your mirrors, expect a treat.



This is what will pull past you.



And this is what will disappear into the distance...

XJ-S, the Jaguar Monaco XJ-S looks as though it ate steroids for breakfast. This was a beast of a car, rippled with muscle, with sensual flared fenders and a six-pack advertised by its conspicuous curves. Unlike the kit car developer, Paul Banham of Banham Conversions, who replaced the controversial 'buttresses' that swerved from the roof and descended to the rear tail lights with a shorter, more conventional shape, Bailey kept the 'wings' for aggressive appeal. This show of force and endurance was sealed in 1978 when the car, driven by Dave Heinz and Dave Yarborough, 'won' the official Cannonball Race (an outlaw race from New York to California) across America, clocking in at 32 hours and 51 minutes and setting a record that stood for five years.

Though it is agreed that Bailey built only a select few of these Jaguar kit cars, there is some contention as to precisely how many were built. The debate is between 10 and 13 cars. It is noted that the first two cars were sold to the Sultan of Brunei. The remaining cars were purchased by dignitaries, celebrities and luminaries who could afford the steep price tag.

Enter Phillip Karam. To describe Phillip in one word, it would be 'unorthodox.' Someone who doesn't mind contravening the rules. An intense

individual with one foot permanently on the accelerator of life. Phillip has been restoring cars as far back as he can remember, including dabbling in kit cars, and has accumulated a wonderful collection of rare gems. They include a 1981 DeLorean DMC, a 1968 Marcos 1600 GT, a 1982 TVR Vixen, several XK Jags and the Adams Probe 16 that appeared in the film *A Clockwork Orange* (presently an exhibit at the Petersen Automotive Museum in Los Angeles).

In 1999, Phillip purchased a 1982 XJ-S V12 from a Canadian diplomat who desperately needed to sell the car before being posted abroad. "I'm not sure what prompted me to buy it, but the appeal was its bargain price. Whether I wanted it as a 'driver' or as a project to modify, I'm not entirely sure," he said "but I knew I needed a rust-free car for a body kit." Not one to accept the mere ordinary, Phillip was determined to build himself a lavish rendition of the car. He purchased a kit from Paul Bailey Design (it came in a plethora of large boxes) and underwent a long and difficult summer restoration, as he tells it.

"My car used the last of the kits before Paul's company went bankrupt in 2001. The XJ-S was in great shape with only 50,000 miles. The original color was silver-blue, but I changed it to crimson

red for a more robust appearance. I installed a new hood, extended fibreglass fenders, bumpers, re-skinned the doors, replaced the rear wheel arches, added a spoiler and trunk lid, and increased the rear differential gear from 2.88 to 3.54 to give the car more off-the-line boost."

Phillip's Jaguar Monaco XJ-S V12 has more symmetrical curves than Ascot and its throaty rumble is pure music to anyone with Castrol in their veins. He changed a rather staid, corporate, upper-suburban looking vehicle that might have belonged to someone living in Henley-on-Thames into a metal metaphor for the exotic. "I took the liberty to name it the X-200 because, in my opinion, it is more reminiscent of the XJ220 supercar. And when I'm ensconced behind the wheel, an overwhelming sense of pride envelops me. I like the attention it receives. People often ask me what kind of car it is. It has a menacing look with its huge tires, a gaping mouth of a grill and a demonstrative sound. For a 35-year old car, it could have been designed yesterday. It is timeless and a great conversation piece. It's not dated and it never will be. I don't want to sell it and, to be honest, I simply don't want anyone else to drive it!"

For more pictures and to view Phillip's car collection, see www.karamfamily.ca.

X-100: The First Ten Years

First-generation XK8, from launch to last

By Paul Trout

LAUNCH

The product of the X-100 project, the Jaguar XK8, was previewed in March of 1996 at the Geneva Motor Show with similar launch treatment to that which the E-Type had received 35 years earlier. A wooden crate was ceremonially lifted from a revolving turntable, revealing an Antigua Blue XK8 coupe. The bonnet was locked tight, as details of the new V8 engine were not to be released until June. The first XK8 convertible was shown in April at the New York Auto Show, as had again been the case with the E-Type in 1961. The official public announcement of the XK8 took place on October 1, with several UK dealer events leading up to the official UK launch on October 15 at the British Motor Show in Birmingham. The Jaguar stand displayed a British Racing Green coupe and a Carnival Red convertible, with an additional Ice Blue coupe on the Autocar stand. Jaguar announced at the show that they already had 5,000 orders for the new XK8 and cars were in UK showrooms by late October. The rest of the world got theirs in late November, supporting the new marketing slogan, 'The Cat is Back!'

There was also another interesting parallel to the E-Type, which Enzo Ferrari had supposedly referred to at its launch as "the most beautiful car ever made." After the XK8's launch, chief designer Geoff Lawson received an Italian Design Award which named the XK8 as "the world's most beautiful car."

The motoring press can pretty much make or break the public's perception of a new car. Jaguar decided to follow the lead of MG-Rover in their MGF pre-launch strategy. MG-Rover used a 'drip feed' approach to achieve very successful pre-launch publicity. Following the Geneva preview, Jaguar slowly released information, specifications, and press photos of the XK8 to the eager motoring press.



Looking eerily like Geoff Lawson, who died young, a tester puts an early car through its paces.



With a leaper badge where others had a turn signal repeater, an American coupe shows off its wind tunnel-derived sleekness.

Autocar were given their booth display coupe well before the British motor show, to do extensive testing against competitors. Between the March preview and the October official launch, literally every motoring magazine had the XK8 on the cover and articles inside. Here is what they had to say:

Car & Driver – "Here's Jaguar's next Sexy Pistol." (perhaps referring to the Revolver wheel design).

Performance Car – "...hello to the dynamic new V8-engined XK8, the sports car that

picks up where the E-Type left off."

Autocar – "... Jaguar Recreated a Legend." ... "one of the best drivetrains we have driven at any price ... a cracking good car to drive." "... the most desirable GT car in the real world, by far."

Road & Track – "The long wait is over... and the car is worth the wait."

Car – "Mercedes is bracing itself for a big sales attack on the SL. The Germans, like Jaguar, believe the XK8 is bound to be a winner."

REVIEWS

Next came the, "But how does it shape up against the competition?" *Autocar* compared it favorably to the Aston Martin DB7, which you might remember was built on the same platform as the XK8 and was powered by a highly-modified version of the 3.2 Jaguar AJ16 engine.

At a base price of \$64,900 (\$69,900 for the convertible), the XK8 had comparable looks comfort and performance to the Aston Martin DB7... at a 42% lower price.



Wall-to-wall press coverage was willingly given, with refreshingly few cynics in evidence.

In November *Car* magazine gave a full road test report stating, "This car oozes presence and desirability. Better still, it looks like a Jag and nothing else." In its closing statement it called the XK8 a true successor to the E-Type. *Car* did comparison tests and placed the XK8 above the BMW 840i and the Aston Martin DB7 stating, "It wins because it looks, goes, handles and rides the best (it raises the game here), and costs the least by a substantial margin. Here is a proper sporting Jaguar, which we haven't seen for so long that some people have forgotten what some Jaguars once were... The BMW is yesterday's car, its desirability tarnished against that of the sensual Jaguar. The Aston Martin, sad to say, is revealed as a pointless purchase at 82,500 GBP, especially when the 48,000 GBP XK8 betters it in every way. *Motorsport* also tested the XK8 against the BMW 840i and drew the same conclusion... the Jaguar out-performed, out-handled and outclassed the Beemer. Clearly, the Cat was indeed back!

SALES RECORDS BROKEN

The XK8 was a hit with buyers, not just testers. During the first month in the showrooms, 1,825 were delivered to customers. The 847 sold that month set an all-time US sales record for Jaguar sports cars. Jaguar saw a 39% overall annual sales increase over 1995, ironically including 2,870 XJ-S sales in the last of its 21-year sales life. First quarter 1997 sales saw 3,977 delivered – Jaguar's best-ever sports car sales. By year-end 1997, Jaguar sold 14,619 XK8s, with 49.8% delivered in the US. Convertible sales outpaced Jaguar's expectations, with 64% of total sales. First year statistics showed the average age of a US buyer was 55 years old, with 75% of them being male. In the UK the average buyer was a bit younger at 49 but more predominately male at 89%. The top-selling color was Carnival Red followed by Anthracite, Sapphire Blue, British Racing Green and Topaz. Shifts at the Browns Lane factory had to be increased to produce more cars per week than ever before, proving again that a new sports car will increase sales across all model lines.

As with most new car introductions, some problems did surface in the first full year of production. Cars built between July and November 1996 were recalled due to potential rear suspension failure (three incidents were reported). The cause was a retaining ring between the output shaft and

the differential that would dislodge under hard cornering. The problem was a supplier issue and was resolved by the dealer service departments. The second recall involved cars built between July and October 1997 and required replacement of a faulty throttle cable bracket.

NEW KICK ON THE BLOCK

May 1998 brought a major enhancement in the form of the supercharged XKR. Now Jaguar's fastest-selling sports car was also Jaguar's fastest-ever production car. Jaguar knew the XK8 was going to need a significant increase in horsepower, brakes and handling to keep up with the competition, and the supercharged AJ8 boosted power from 290 hp to a whopping 370 hp. This topped the base Porsche 911, Corvette and Aston Martin (it was 8 hp shy of the V10 Viper). The 5.1 second 0-60 mph performance topped them all – the DB7 by a full 1.8 seconds – but the electronically-restricted 155 mph top speed fell short, although a derestricted XKR achieved over 175 mph. The XKR at \$80,000 was significantly less expensive than all but the Corvette.

The XKR was officially launched at the Geneva show as part of the commemoration of the fiftieth anniversary of the XK120, the first Jaguar postwar sports car. The launch XKR was finished in a new exclusive XKR color, Phoenix Red, and other new



Plush interior befitting a Jaguar.

1998 colors were Amaranth (purple) and Meteorite (silver). Spindrift (white) was not offered on the XKR for fear heat from the engine would discolor the paint.

Unless you looked under the bonnet, the XKR looked like the XK8, apart from some subtle changes. The XKR used 18-inch “Double Five” alloy wheels with red background growler center caps and was the first Jaguar with “staggered” wheels, unless you count the optional 5.5-inch triple-laced competition rear wheels offered for early E-types. XKR front wheels were 8 inches wide and the rears 9 inches, all Pirelli P-Zero shod; 245/45 ZR 18 fronts and 255/45 ZR 18 rears.

The XK8 E-Type-inspired floating bar grille of the XK8 was replaced by the stainless steel mesh introduced on the supercharged 1994 XJR. The XKR nose badge read “Jaguar Supercharged” and there were louvers set into the hood reminiscent of those on the E-Type’s bonnet. The boot lid badge was similar to that on the nose and a discrete spoiler was added. The louvers relieved air pressure under the bonnet at high speeds and helped cool the supercharged engine. Wind tunnel testing showed the rear spoiler compensated for the reduced front lift due to the louvers, so neither was merely cosmetic, especially as XKR drivers might more readily drive

at triple digit speeds. (Not that I would know anything personally about that.) Under the bonnet, where the heart of every Jaguar resides, the variation from the XK8 was anything but subtle. The twin air-to-liquid intercoolers, with the word ‘Supercharged’ cast on them, sat atop the Eaton M112 supercharger that boosted the power by a full 28%. The 370 hp and 387 ft lbs of torque were handled by a stronger Mercedes W5A 580 five-speed electronically-controlled transmission, whose size required significant changes to the platform. A new ZF Servotronic speed-sensitive power steering system was also fitted to improve steering response, precision and feel and it too required a revised crossmember. Initially all XKRs were fitted with the CATS electronically-controlled suspension system as standard. A two-piece prop-shaft and upgraded brake pads were also fitted to better handle the higher performance. Inside the cabin, the changes were as subtle as the exterior – the tachometer now had the word ‘supercharged’ below the center of the needle and the standard wood and leather rimmed steering wheel had ‘XKR’ embossed on it.

The XKR finally had supercar performance to match its looks and Autocar reported that “the sheer thrust from 2,000 to 6,000 rpm is not only awesome and un-temperamental, but

also relentless.” It further stated that the XKR “combines XK8’s refinement and comfort with truly fearsome performance.” Car did a head-to-head comparison of the XKR with the Aston Martin DB7, BMW 840Ci, Mercedes SL60, Porsche 911 and Nissan NSX to find the best all-round sports car. The Mercedes was ruled out due to cost, the BMW was too big and not best at anything. The DB7 was too expensive and flawed, and the Nissan was discarded on the basis of style and steering. That left the 911 and XKR. While they loved the Porsche, the XKR won because “the Jaguar handles the drama for you, so your drive will be more relaxing... the Jaguar’s monstrous, relentless torque is wholly addictive and completely thrilling, but you arrive at your destination unshaken even though you’ve been stirred.” The public was impressed as well, and by the end of 1998 XK8s and XKRs were selling as fast as Jaguar could make them. Interestingly, whereas XK8 buyers chose two convertibles for every coupe, in 1998 the XKR sold 40% more coupes than convertibles. That anomaly reversed itself from 1999-on.

1999 brought few changes to the XK8/XKR line. Sherwood and Aquamarine were replaced by Alpine (green) and Emerald (green). The very popular XKR launch color, Phoenix Red, became available on XK8s and Meteorite Silver and Topaz (gold) were added to the XKR choices. The Stone convertible top color switched to Light Beige and XK8 convertibles received a stiffening brace between the seatbelt post and the B post for greater structural integrity, like the similar brace fitted on XKRs. The ZF Servotronic steering system originally fitted to the XKR became standard on the XK8 as well. The AJ-V8, now coded AJ27, got air-assisted fuel injectors and the normally-aspirated engines moved from two-stage variable cam phasing to continuously-variable cam phasing for better low end torque. All 4.0 V8 engines were now fitted with dual-tipped platinum spark plugs good for 70,000 miles. The oil cooler was deleted from the XK8 and its ZF transmission recalibrated for improved shifting, whilst the XKR got a new kickdown

control to improve responsiveness. XKRs also got larger brake rotors and Textar pads. Very little was changed on the exterior other than the rear deck badge was deleted. A boot stowage net became standard on both the XK8 and XKR.

The year 2000 and the new millennium meant new technology for the XK line. A new adaptive cruise control system was developed by Delphi Automotive for Jaguar as standard on the XKR and optional on the XK8. An optional CD-based satellite navigation system was introduced with a color screen replacing the three gauges in the center of the dashboard.

Rain-sensing windshield wipers became standard, as did a revised ABS brake system and an upgrade to six speakers and a boot-mounted six-CD changer. The optional premium audio was changed from Harman Kardon to a 320-watt Alpine system, but the most significant change for 2000 was little noticed and unpublicized.

THE IDOL WITH FEET OF CLAY (OR PLASTIC)

The AJ27 engine block was redesigned with the addition of conventional iron liners and renamed the AJ28. Previous 4.0 V8 engines had Nikasil cylinder linings for closer tolerances and lightness, as used by Porsche and BMW amongst others. In 1998, problems emerged with Nikasil when high sulfur fuel was used for short journeys with cold engines, causing acidic condensates to erode the alloy block under the Nikasil to the point of reducing compression. Jaguar felt that since they did not experience problems in testing their engines would be immune, but factory testing rarely includes repeated brief cold-engine trips. Eventually the problem began to show up in some pre-2000 Jaguar V8 engines and they decided to revert to conventional iron liners. The Nikasil issue was the first of the weight-reduction effort problems to surface and water pump plastic impellers sometimes failed, too.

The second, and more troubling, issue

related to weight savings on the AJ8 engine had to do with the timing chain tensioners. The AJ8 was designed with a single-row timing chain held in place by tensioners and secondary guides made of plastic. Over time they began to deteriorate from heat and stress and would crack, allowing the timing chain to slacken. If the slackened timing chain jumped one cog on the timing gear the car would run rough. If it jumped two or more cogs the valves hit the pistons and wrecked the engine. Jaguar became aware of the problem as early as 1999 and began installing revised but still plastic tensioners. In 2005 Jaguar introduced a third generation of all-metal tensioners and eventually switched to a Morse type chain. In February of that year Jaguar issued the following Service Bulletin:

In Technical Service Bulletin No. X303-68 of February 2005, titled:

“Rattle From Engine on Start-up and Idle”

Jaguar states:

This Technical Bulletin has been issued to address customer concerns of a rattle emanating from the engine on start-up and idle. Cause: Failure of a primary or secondary timing chain tensioner.

Should a customer express concern, and the fault has been confirmed as a timing chain tensioner, new primary or secondary timing chain tensioners must be installed.

Engines subject to this problem include XJ8/XJR engines with the last six digits of their VIN numbers between 812256-F41862, and XK8/XKR engines with the last six digits of their VIN numbers between 001001-A24195 but in fact the best guide by now is by engine number, which is actually a date code. The following warning was issued to Jaguar V8 owners via the Jaguar Forum and other sources:

“If on start-up you notice a rattling

sound from your 1997-2000 Jaguar V8 engine, or unusually rough running, turn off the engine immediately and DO NOT restart it. Take the car to a Jaguar specialist.”

As a personal note, if you have a V8 Jaguar that falls within the VIN range noted above and you do not have documentation indicating that the tensioners have been replaced, I would highly recommend you, at least, have the tensioners inspected to determine which generation they are and their condition. This can fairly easily be done by a trained technician removing the cam cover and doing a visual inspection. The best thing to do is just have them replaced with the third generation tensioners. While this is a \$1,500-2,000 service, it is significantly less than the cost of an engine failure from timing chain problems.

From a peak production of nearly 15,000 cars in 1997, sales were slowly falling off. After a slight bump in 2000 back to over 11,000, the deterioration continued with fewer than 7,000 in 2002. While there was some inevitability that sales may drop off after five years or so, this was Jaguar’s fastest-selling sports car ever and there was a need to revitalize interest. Hints in the motoring press of a new XK on the horizon did not help sales of the current models. In fact, Jaguar was planning a revamp of the X-100, not yet a new XK. One step taken in 2002 was a comprehensive three-year unlimited (rather than 60,000 mile) warranty.

FINAL FLOURISHES

The anticipated major revamp of the X-100 arrived in 2003. Jaguar called it “The New-Generation Jaguar XK.” It was, indeed, the most significant change in the X-100 since its introduction in 1996. There were new brakes, chassis, electronics and trim, plus a 4.2 liter engine first seen in the new S-Type. This AJ34 made 300 hp in the XK8 version and 400 hp in the supercharged version, which used helical supercharger gears to reduce noise and spin 5% faster. There was also a new ZF 6HP higher-rated lightweight six-speed transmission designed primarily for rear-drive high performance cars. Its torque converter



The imposing intercoolers atop the XKR’s already powerful V8. (www.motorcarclassics.com)

shut off at idle allowing the car to sit stationary without any load on the engine and sixth gear improved cruise economy by 5%. It eliminated the need for separate XK8/XKR transmissions for the AJ34. The introduction was phased, as many 2003 XK8s have the AJ34 engine with the five-speed transmission, although by 2004 all XK versions had the 4.2/six-speed combination. Other improvements for the 2003 model year included EBA (Emergency Brake Assist) which automatically applied additional braking pressure if the driver had not done so under extreme braking, and DSC (Dynamic Stability Control).

Exterior XKR changes included automatic Xenon self-levelling headlights, an R-Performance logo and a de-chromed boot finisher over the rear license plate. On both models the headlight units were revised with black surround recesses. The automatic headlights would also turn on 20 seconds after the wipers were switched on. There was a revised palette of body colors and additional wheel options, including special order 20-inch R-Performance split-rim alloys. Interior changes included a leaper etched on the passenger side wooden dashboard, a new leather and alloy shift knob on the XKR and, for the first time, dual color leather options such as Heritage Tan or Cranberry, with Warm Charcoal. Recaro Sports Seats could also be special-ordered in a package that included aluminum J-gate surround, door handles and pedal pads. Another change was an 8% price increase. The XK8 coupe was now list priced at \$69,995, XK8 Convertible at \$74,995, XKR Coupe at \$81,995 and the XKR Convertible at \$86,995. Despite the significant upgrades for the 2003 model year, sales continued to decline with just 5,656 sold.

2004 TWEAKS

As Jaguar entered 2004 they were enjoying unequalled growth globally with every model but the XK8/XKR. Its replacement, coded X-150, was in development, but Jaguar needed to keep their sports car relevant



Familiar but fresh – visibly updated grille and sills look sharp.

for another year. So, for the 2004-05 model year the X-100 got its last upgrade, which was primarily cosmetic. The most notable change was to the front of the car where a lower air intake was added to the nose giving the car a more muscular, aggressive stance. On the XKR the stainless steel mesh was moved forward and the two bumper overriders were eliminated.

On the sides, deeper sill covers were added giving the car a lower stance to match the revised nose. An XKR-style rear spoiler was added to the rear of the XK8. The XK8 got larger tail pipes and the XKR got twin pipes. Additional wheel options were added to sweeten the exterior changes. Aside from the options available in the 2003 model year, 18-inch Aris, 19-inch Atlas, and 20-inch Sepang were added as well as 20-inch BBS Montreal and Detroit R-Performance wheels. Carnival Red was dropped from the color list, replaced by Salsa Red and Radiance (dark red). The interior also got a refresh with the addition of Elm and Piano Black veneer options besides Walnut and gray-stained Birdseye Maple. The only technical upgrade for 2004-05 was the introduction of ASL (Automatic Speed Limiter). This driver-selectable feature allowed the driver to set the speed he wished to not to exceed and once that speed was reached the car would not allow it to be exceeded, regardless of pedal pressure except full kickdown with the throttle. My first thought on this was "why?" but then I thought about all

the times I looked at my speedometer and realized I was going faster than expected. Unlike many smaller sports cars where one seems to be going faster than reality, the XK8/XKR flatters to deceive; 90 really does feel like 70 mph.

The facelift did manage to keep the XK8/XKR relevant, but didn't increase sales; in fact 2004 and 2005 were the lowest figures for the entire ten-year run. However, keeping the Jaguar sports car visible did pay off with the introduction of the X-150, whose first year sales of 14,050 nearly matched the 14,929 X100's debut sales. The last X-100 was driven off the assembly line at Browns Lane on Friday May 27. It was the 91,406th built over a ten-year run and the Zircon over Cashmere XKR 4.2 now resides in the Jaguar Heritage Museum. During the ten year run of the X-100, Jaguar sold almost as many XK8/XKRs as they sold XJS/XJ-Ss (115,413) in 21 years. Combined with the X-150 at 144,613 sold, the XK (X-100 and X-150) series was the best-selling Jaguar sports car ever. 🍷



Still in fine fettle, an X-100 tackles a slalom.

Letting Go...

Joe knows how to react in a changing market!

Expert advice to get full value for your classic car.

- 50+ years experience building his own collection and helping others.
- Joe has the inside track to marketing secrets, for the best presentation in the current marketplace.
- Specialist in antique, classic, muscle, sports cars (especially XKEs), Ferrari (1949-1979) & special interest cars.

Joe can be reached 10am-10pm CST, 7 days. Tel: 1-847-668-2004 • TYCTALLC@gmail.com P.O. Box 280, Highland Park, IL 60035, USA

TYCTA LLC OWNED BY JOE BORTZ • CHICAGO ILLINOIS

Save This Ad!

Get 100% of market value with the help of Joe Bortz, your marketing specialist. Never a charge for conversation. Recommendations happily supplied.



O.S.J.I.

Original Specification Jaguar Interiors



Fine Handcrafted Jaguar Interiors Since 1980

Standard Interior Kits			Leather Seat Covers - pair		Interior Components	
XK120			XK120		E-TYPE	
Roadster	\$3717	DHC	Front Seats	\$1112	Front Seats	\$880
DHC	2811	FHC	XK140		Rear Seats 2+2	997
FHC	3813	E-TYPE	Front Seats	1370	Headrest Covers	171
XK140		Roadster SI & II	Rear Seats	270	MKII Saloon	
Roadster	4171	Roadster SIII	XK150		Front Seats	1272
DHC	3993	FHC SI & II	Front Seats	1197	Rear Seats	1642
FHC	4005	2+2 SI & II	Rear Seats	270	MKIX Saloon	
XK150		2+2 SIII	Call for models not listed - 800.338.8034		Front Seats	1686
Roadster	3981	call 800.338.8034			Rear Seats	1719



Factory Installation

Send your seat frames or complete car to our Muncie, Indiana Factory trim shop for installation perfection! Call for quote 800.338.8034

OSJI.COM

amy@muncie-imports.com

800.338.8034

Radiomobile radios for Jaguar XKs (1948-61) part 3

Company in the car
Story and pictures by Bob Knijnenburg

XK140 INSTALLATIONS: 4260 & 4300 AMPLIFIER UNITS

Two types were used for the 4260 and 4300 series in the XK140: medium-output Type A with a 2.5 watt output and the high-output Type B model with 6 watt maximum output, a continuation of the amplifiers as used for the 4200 series.

MODEL 200X WITH LONG AND MEDIUM WAVE (1955-57)

The new 200 series, introduced in January 1955, were the successor to the 4260 series and had a more modern design with a new HMV logo, but still five push buttons. The 200 series consisted of two different basic versions indicated by the letter corresponding to amplifier used. The Model 200X (as shown below) was combined with the XB power unit. there was also a Model 200R used with the more powerful RB amplifier unit.

The receiver units have the same appearance and only the type plate will tell whether it's a X or R version. For the 200 series receivers the four buttons acted as MW pre-sets and the fifth for choosing LW stations (no pre-sets).



Model 200X with cream buttons; note the HMV logo on the centre push button (author's photo).

Jaguar only used a specific receiver with Radiomobile code RMH200X/VP and Jaguar part number C.11791. The letters VP most likely indicate the factory code for dial and knobs/buttons execution. There is ample proof to assume that Jaguar factory-installed radios for the

XKs had black knobs and black push buttons with cream fronts, but also a few black fronts on the push buttons have been observed.

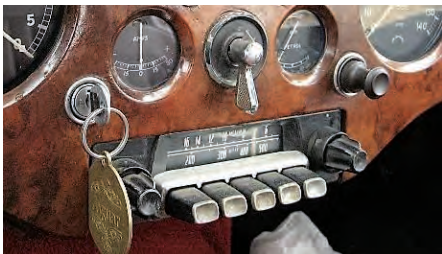
Note the (plastic) cover over the push buttons; this part is snapped to the dial plate with two little plastic hooks and is often missing after 60 years. Some (European?) versions have 'His Master's Voice' printed on the top of this cover.

MODEL 202X WITH MEDIUM WAVE ONLY (1955-57)

The Model 202X was a popular, simpler version of the 200X with medium wave reception only. The photos below show versions with cream fronts on the (black) push-buttons as on most factory-installed Jaguar XK140 radios. All five buttons now acted as pre-sets for MW stations.

There also was a Model 202R version combined with the more powerful RB amplifier unit. The Jaguar part number for this receiver was C.11792.

Note that versions for the USA were still branded Emitron.



March 1956 XK140 (A815459BW) with Model 202X and June 1956 XK140 (S818689BW) with Model 202X

AMPLIFIER UNITS FOR THE 200 SERIES

A new amplifier type was introduced for the 200 series. In order to avoid later amplifiers being connected to earlier radios (and vice versa) the new generation had a 5-pin plug instead of the former 8-pin plug. The loudspeaker cable now had a 3-pin plug instead of the 4-pin system. The 'X' range had two versions with different power outputs. The new 'R' range had an adjustable polarity switch and consisted of four types.

The Radiomobile code for all amplifier units was Model 92450, followed by the amplifier type, e.g. /XB or /RB. Note that Jaguar recommended the more powerful B units only: either 92450/XB or 92450/RB.

For the 200 series Jaguar used only the 92450/XB version with part number C.11796.



New (round) 5-pin connector type plugs on XB and RB power units. Speaker plug has three pins.

MODEL 230R WITH MEDIUM AND SHORT WAVE (1955-60)

The Model 230R was used for more than five years in both the XK140 and XK150. The model continued with three-unit construction with a separate amplifier of the RB type. It had a receiver for MW plus eight SW bands: 90m, 60m, 49m, 41m, 31m, 25m, 19m, and 16m and was suitable for a number of non-European and non-NA countries. Jaguar describes this version as the RMH 230R/VB; the

suffixes indicating the execution of dial and knobs.



Model 230R was branded Radiomobile, not HMV.

AMPLIFIER UNITS FOR THE 230 SERIES

The RM 230R required the more powerful RB amplifier with code 92450/RB. This range of amplifiers consisted of an RA type with single output and the aforementioned RB version suitable for two speakers. Jaguar only used the 92450/RB version with part number C.11687.

Radio installations offered for the XK150

AVAILABLE 'OPTIONAL EXTRAS'

It is well known that most SPCs are not correct regarding the parts actually used in production. The XK150 Spare Parts Catalogue (J.29/1 1960-66) is no exception and lists a number of models that had been introduced in 1955 (see XK140).

Over the period 1955 until 1961 the Radiomobile low end single-units have been coded 20, 40 and 50 series, whereas the high end His Master's Voice radios were coded 200, 400 and 500 series. It is believed the US-delivered high end radios gradually were all Radiomobile branded, while in Europe the His Master's Voice brand was continued. After 1961 the high end branding became Radiomobile only (starting with the 600 series launched in 1962). The low end series remained initially based on the design of the 200 series, without the push buttons however. The design of the high end series moved towards a 'De Luxe' version with the His Master's Voice name prominently shown above the push buttons.

The Radiomobile Installation Instructions for the XK150 DHC & FHC of June 1957 mention Model 20X and Model 22X radios in addition to the 200 series. Other available Radiomobile

versions have hardly been mentioned in Jaguar literature. However, all below-mentioned radios may have been used in the XK150 and therefore each version will be described here.

RADIOMOBILE 20 SERIES (1956-58)



Model 20X

The 20 series, introduced June 1956, marks the beginning of miniaturization, using a compact single-unit construction. Although still containing three valves, it lacks the separate amplifier unit of the previous generations and used a selenium rectifier replacing the previously-used vacuum tubes.

Model 20X is a MW and LW receiver suitable for both 'plus' and 'minus' to ground. All manufacturers gradually changed over from positive ground to negative ground during this period and this new model was suitable for both.

As the photo above shows, the 20 series is closely related to the 200 series: the same front layout and knobs have been used, but without the push buttons, necessitating the introduction of a new injection-moulded front. The Radiomobile name is prominently shown below the scale, which had been started with Model 230. The HMV name or logo is no longer used on these low end models. Again, variations in colour and shape of knobs were available from the factory.

Model 22X is identical to the 20X version, apart from the fact that it is a MW-only radio.

HIS MASTER'S VOICE / RADIOMOBILE 400 SERIES (1958-60)

The new 400 series replaced the 200 series by the end of 1958 and still used three-unit construction. Whereas the receiver unit had five valves, the amplifier was now fully transistorised.

As stated before, the His Master's Voice name is prominently shown in Europe on these high end versions. The new 400 series consisted of three models: Models 400T, 401T and 402T.

Model 400T had LW and MW reception with five preset push buttons and had positive earth. Model 401T was in fact identical to the 400T version, but had a polarity switch.

HIS MASTER'S VOICE MODEL 400T

Model 402T also had the polarity switch of the 401T model but was medium wave only. Note that on the photo below of a Model 402T, the scale is only showing MC/S (or MHz) values for US customers. Metres are normally used in Europe.



Radiomobile Model 401T



Note that the 402T shows the Radiomobile brand instead of His Master's Voice.

RADIOMOBILE 40 SERIES (1958-60)

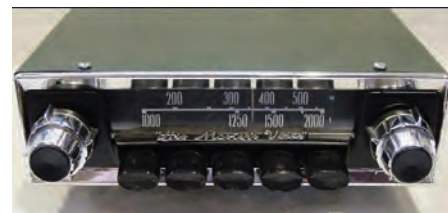
The 40 series (introduced late 1958 or early 1959) was the successor to the 20 series. Whereas the 20 series had a 'X' suffix the 40 series had a 'T' suffix (for transistor). The 40 series was almost identical to the 20 series but had four valves (instead of three) and an amplifier with a single power transistor having a maximum output of 1.75w, all packed within a single unit. The speakers could have an impedance of 3 ohms or 1.75 ohms, depending on the contacts chosen in the three-pin speaker connector.



Model 40T had LW and MW reception; no push buttons. It was delivered suitable for positive earth. Model 41T was identical but had reversible polarity. Model 42T (photo above) also had the reversible polarity but this was a MW only radio. Finally, there was the identical Model 42TC which had tone control.

HIS MASTER'S VOICE 500 SERIES (MID-1959-MID-1961)

Introduced around 1960, the 500T series was the successor to the 400T series. The amplifier units remained identical for the two series. The 500 series also offered four models: Model 500T, 501T, 502T and 530T. The 500 series can be recognised by having oval instead of square push buttons. This model is listed in the Mk IX SPC, but we know it was also available for the XK150 in 1960-61. Only the RMH.500TB and the RMH.502TB have been listed by Jaguar with Jaguar part numbers 8265 and 8264 respectively. The TB suffix refers to the amplifier type that is used: RMH.98200B with Jaguar part number 8267. Note that the 500 series was also used in very early E-Types, succeeded by the 600 series from mid-1961.



Model 500T with black knobs and oval push-buttons.

Model 500T (positive earth polarity only), was nearly identical to its predecessor Model 400T. In line with the 400 series portfolio, Model 501T was identical to Model 500T but had a polarity switch, whereas Model 502T had MW only (and a polarity switch).

The 1961 Jaguar Mark X SPC lists yet another 500 series model: Model 530T. This is a medium and short wave radio



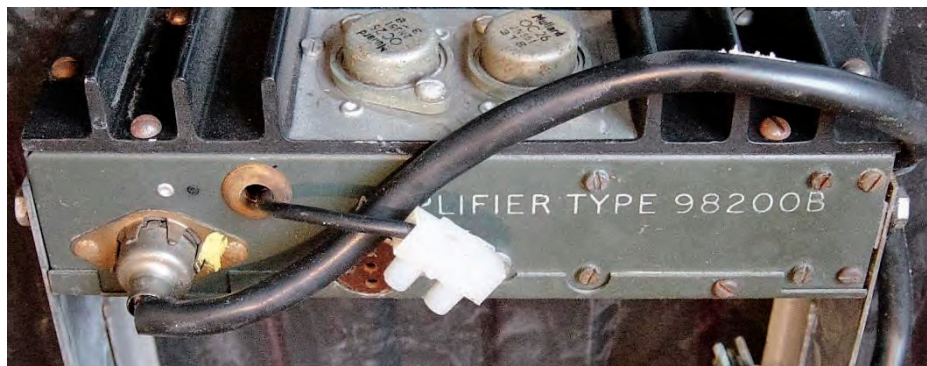
Model 500T in XK150. Note the speaker grille mounted in the dashboard above the steering wheel. Photo: Duncan Wherret.

that was coded similarly as Model 230 of the older 200 series. Although only one dial is visible, the inner scale rotates when the wavelength knob is turned. Unlike the other 500 series models, the 530T model has no push buttons and is also in that respect a Model 230 successor.

Jaguar lists this version as 530TB/VA with part number C.22931 and C.24489. This model is also used on S series and various Series 1 E-Types.

MODEL 530T WITH MW & SW

Two amplifier units are used for the 400 and 500 series: the A or B Type with one or two transistors respectively. Jaguar opted for the B type amplifier with code 98200B both for the 400 and 500 series, with Jaguar part number 8267.



Various brackets exist for installing these amplifiers. Note the large transistor(s) and aluminium cooling fins.

RADIOMOBILE 50 SERIES (1960-62)

The 40 series, (introduced in 1958) was rather short-lived as the 50 series replaced it in 1960. Same model programme as for the 40 series with Models 50T, 51T, 52T and 52TC. The 50 series had four valves and two transistors, just like the 40 series. Model 50T is a MW and LW receiver without polarity switch (positive earth only). Note the RH turn knob for band choice with L and M. Model 51T is identical to the 50T, however it had a polarity switch.

Model 52T and 52TC are identical to the 51T but have medium wave only; Model 52TC also has tone control. Note that the scale of Model 52T is in MC/S (or MHz) as seen on Model 402T. ⚡



Model 50T, Jaguar part number 98200B.

BENE FITZ

By working together, JCNA members enjoy benefits, any one of which can repay your dues many times over:

- Six mailed copies per year of this 48-page magazine
- Exclusive discounts on new Jaguar Land Rover vehicles
- Unmatched multi-million liability insurance for club events
- 10% discounts at key vendors, 5% off Hagerty insurance
- Discounted range of literature and merchandise/regalia
- Full tool hire program, tech support and reference library
- Local/regional/international concours, slaloms & rallies
- Member at Large option, if required

How's that for value?

JCNA: ENJOY THE RIDE!

DONOVAN

MOTORCAR SERVICE

*Fine Automobile Service & Restoration
Jaguar Specialists*

- * Routine service to full diagnostics and rebuilds of all British and European late model cars
- * Minor project work to full concours-winning restorations
- * Safe, clean and dry storage
- * Consignment sales of collectible cars
- * Performance improvements for street use
- * Full race preparation, track support and transport of all foreign and domestic vintage cars

Home of the Jaguar Racing XKEs

4 Holmes Road
Lenox, MA 01240

Tel. (413) 499-6000
Fax (413) 499-6699

www.donovanmotorcars.com
info@donovanmotorcar.com

Muncie Imports & Classics

"Quality Care for Quality Cars"



Award Winning Restorations

Interior Restorations

- Handcrafted Jaguar Interiors & In-House Installation
- Custom Upholstery Work

Paint & Body

- Metal Fabrication
- Frame Straightening
- Paint Correction
- Parts Reconditioning

Mechanical Restorations

- Custom Updates



Original
Specification
Jaguar
Interiors



4301 N OLD STATE RD. 3, MUNCIE, IN, 47303
muncie-imports.com (800) 462-4244 | OSJI.com (800) 338-8034 | mic@muncie-imports.com

Jaguar Club of Austin 45th Birthday

A JCNA stalwart celebrates

By Pat Coburn

In 2019 the Jaguar Club of Austin (JCOA) celebrated its 45th year of membership in JCNA with a birthday party at the home of Anna and Ed Kowolski. The club still honors two original and current members: Charlie Buerschinger and Jeff Reichman, along with two other early members, Dean and Doris Davis. From the early days of bake sales and car washes, the club has progressed to the stage where it boasts many JCNA champions and concours d’elegance winners within its ranks.

Last year the club prospered under the energetic leadership of Scott McCarley, Mark Moore and Lisa Schafer, with the most popular events in 2019 being visits to the private collections of two of our members: Gordon Logan and Michael Mueller.

In November, Dr. Mueller, renowned collector, judge, author, and member of the JCNA Concours Committee, invited us to view a featured collection of his E-Types, XK120s, 140s and 150s. His 1954 XK140 fixed head coupe was originally owned by King Hussein of Jordan, and was specially equipped for rallying. Other featured cars included the first left-hand drive 1949 alloy-bodied XK120 and the first E-Type Series III V-12, which was debuted at that the LA Auto Show in 1971. The visit was followed by a Hill Country drive planned by Charlie Cluck.



‘Cutting corners’ never tasted so good: Charlie Buerschinger does the honors..

The 2019 concours was announced with an original poster designed by Phil Aldridge and was sponsored by Jeff’s Resurrections, Sport Clips, Jaguar Austin and JCNA. The ‘Best in Show’ went to James Robertson with his 2004 Vanden Plas. Our concours d’elegance was held at Georgetown Square in September and is scheduled for October 17 this year at the same historic courthouse location.

Scott McCarley and Charlie Cluck planned several driving events for us, including our Bluebonnet Drive through the Hill Country and our Turkey Rally. The 45th anniversary year rounded off with a holiday party hosted by MaryLee and Van Reese, where new officers, Charlie Cluck, Joan Staach, and Doris Davis were presented. At our December holiday party, Gordon Logan was named our ‘2020 Member of the Year.’ In May, Gordon Logan was host to over 40 members of JCOA in his showroom, which is housed in the headquarters of Sport Clips. Sport Clips is not only one of the sponsors of our club, but has also been the primary supporter of the VFW’s ‘Help a Hero’ scholarship program.

Highlighted on our tour was his SS100 which was originally shipped to Berlin in 1937, then to the UK, USA, Tokyo, back to the UK, and finally purchased by Gordon in 2014. His Jaguars have included a red 1958 XK150 (Best in Class at the 1998 Jaguar XK150

JCNA event and the San Luis Obispo concours), a 1953 Jaguar C-Type replica (People’s Choice at the 2012 ABCD) and a 1969 E-Type open-two-seater (his daily driver for many years). Gordon’s 1994 XJ220 – the car developed by Jaguar engineers working on their own time on Saturdays in the 1980s – was the fastest production car in the world when introduced. Gordon competed with the XJ220 in the UK and won second place out of 13 XJ220s. His other significant Jaguars have included a 1961 outside-latch E-Type coupe, restored by Jeff Snyder, and a 2016 F-TYPE Project 7 special edition, one of only 50 imported to the USA. His daily driver is a 2019 XJL 575 sedan. Nevertheless, his pride and joy is not a Jaguar, but a 1928 Packard 443 phaeton, purchased new by his father, Joseph E. Logan, in Columbia, South Carolina, and sold by the family in 1956. Gordon found it in 2004 and after a four-year restoration (which won Best in Class at Pebble Beach) he made three 1,600 mile trips in it, from Seattle to Pebble Beach.

‘Member of the Year’ Gordon Logan invited us into his showroom, sponsored our club, and he always brings several Jaguars to our concours. Thank you, Gordon, for making 2019 a memorable year. Thank you also, leaders Mark, Lisa, and Scott, for a special year. 🐾



Our happy group at the Sport Clips event.

Auction News

Steady as she goes

By Ramsey Potts

In Arizona, Kissimmee and Paris, which all occurred before Valentine’s Day, few of any make or model sold in the many millions, and the start of 2020 presented no record-breaking Jaguar results either. Many unique Jaguars crossed the auction stages, but few extremely special ‘outliers’ that broke the bank. There were some very nice Jaguars on offer though, and here are a few that caught my eye...Starting with the earliest models, just one pre-war example sold, during Retromobile in Paris. It was a 1937 SS 3½-Litre that presented as fully restored with a focus on rally and tour participation; it brought \$277,748 at RM Sotheby’s. I hope we see a few more of the early cars come up for sale, as those years were critical to the success of Jaguar and offer a unique driving experience.

Next up were the ever-present XK120, 140, and 150 examples that continue to have a strong presence at world-class auctions. The stalwarts of this generation are the 120 models, and 12 were on offer, with 11 of them selling. The highest of these was a stunning DHC SE model that passed had through the seminal Sam Pack collection and found a new caretaker for \$143,000 at Barrett-Jackson. The strongest-selling roadster was a recently-rallied silver example in Arizona, which went for \$103,600. The best-selling FHC was in Paris, again at Sotheby’s, for \$134,721. Interestingly, only five of the 11 sold (at all auctions) crossed the six-figure value mark, and most found buyers in the \$75,000 to \$95,000 range. A move back to enthusiast value over investment pricing, perhaps? Only one XK140 model has sold at the time of this writing, and that was a DHC in a captivating dark blue over a pale gray interior for \$112,000. Further proof, in my opinion, that colors do impact value.

Only two XK150 models were offered and sold, both in Paris, and within just \$600 of each other! Each was a well-presented 3.4 Litre Type S, selling for \$139,149 and \$139,664. There has been a slight softening

in recent years for Type S models, but these had a very consistent market result.

From my own personal observation, the Arizona environment seems to serve later model Jaguars quite well, and a number of strong E-Type sales occurred. The staple of this generation is the Series 1, and the premier examples are generally the very early ‘outside bonnet latch’ cars. Three of those cars have sold at the time of this writing, with only one finding a value over \$200,000 (\$268,800 at Gooding), and the other two selling between \$150,000 and \$180,000. This year, however, the most valuable authentic Series 1 was a 1965 model in opalescent dark blue selling in Arizona for \$271,600 at RM Sotheby’s. Both of these top-selling S1 cars were simply stunning and deserved to reward their sellers. The most valuable Series II example, of which five sold so far this year, achieved \$181,500 at Barrett-Jackson – the only one to cross the six-figure mark, which sounds healthy, but it was claimed to have had over \$200,000 spent on its restoration. There may be lots of other big-ticket restorations underway, first commissioned in a rising market, that could leave their owners underwater at sale time. Which merely reinforces the advice to buy and restore a car because you love it – not to make a killing.

Consistent with a growing trend for a more ‘accessible’ classic, the Series III E-Types saw four sell; two of those were at or just over \$110,000, and the others over \$70,000. It appears as though the appreciation of the Series III remains steady or possibly climbing.

Unlike early 2019 results, no truly great XJS models were offered, and of the average examples sold, they all did so for less than \$9,000. It was, however, pleasant to see a growing interest in the XK models of the 2000s, as these are wonderful driving cars in my opinion. Others seem to agree, as all four offered found new caretakers between \$19,000 and \$25,000. Maybe I should get one while I can...

All in all, there were many different types of Jaguars on offer this spring 🐾

Classic Showcase is the Jaguar Collector’s Resource. Spectacular Jaguars Now Available



1962 MARK II 3.8L SEDAN VIN: P218990BW



1963 XKE SERIES I 3.8L OTS VIN: 877429



1967 420G 4.2L SEDAN VIN: G1D77369BW



1961 XKE 3.8L OTS VIN: 875781



1959 XK-150 S 3.4L OTS VIN: T831604DN



1965 XKE SERIES I 4.2L OTS VIN: 1E10502



1958 XK-150 3.4L FHC VIN: S834923BW



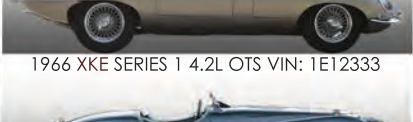
1966 XKE SERIES I 4.2L FHC VIN: 1E32792



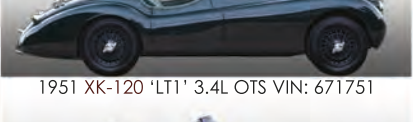
1958 XK-150 3.4L OTS VIN: S830667DN



1966 XKE SERIES I 4.2L OTS VIN: 1E12333



1951 XK-120 ‘LT1’ 3.4L OTS VIN: 671751



1966 XKE SERIES I 4.2L OTS VIN: 1E10843



1966 XKE SERIES I 4.2L OTS VIN: 1E10843

Classic Showcase
Where Great Cars Achieve Perfection • Jaguar Specialists
www.classicshowcase.com
Suffern, NY • International: +1 760-769-4113 • Domestic: +1 760-769-4118 info@classicshowcase.com
WORLD CLASS RESTORATION FACILITY • TWO CLASSIC CAR SALES SHOWROOMS • OVER 30 YEARS EXPERIENCE

We stock a full line of Name Brand parts including: • Robbins Auto Tops • Dayton Wire Wheels
• Lucas/Girling Electrics • Martin Robey Sheet Metal & Frame Parts for E-Types
• A Full Line of Rebuilt Terri-Tuff Water Pumps and Steering Racks for most Jaguars

We also carry a full line of Vintage Performance Parts for all the 6-cylinder Jaguar Engines!

Including:
Race Tuned Engines
Aluminum Flywheels
Weber Carburetors

Terry's Jaguar Parts
5850 Stadium Drive, Kalamazoo MI 49009 U.S.A.
In the U.S.A.: 800-851-9438 Canada: 800-851-8986
Tel: 618-439-4444 Fax: 618-438-2371
email: jagsales@terrrysag.com
Call For a Free Catalog or Request One Online: www.terrrysag.com/catalog.html

Remember to mention
Jaguar Journal
when responding to our advertisers



Cooper Classics LTD
137 Perry Street, NY, NY 10014
p: 212-929-3909
sales@cooperclassiccars.com

We Buy:
Classic Jaguars

	XKE	
XK 120	MK 2	MK 7
XK 140	MK 4	MK 8
XK 150	MK 5	MK 9

WOODWORK
Refinishing, Reveneering and Repair

How is your woodwork looking?
CHIPPED, SCRATCHED, CLOUDY, CRACKED
OR DELAMINATING?

We can restore it to "Showroom" Condition!!

We are Jaguar Cars' "Factory Authorized Wood Trim Repair Center" and provide this service for hundreds of dealerships and classic car specialists nationwide.

Factory Direct Pricing
Since 1982, we have proudly operated the nation's #1 "factory authorized" facility for complete restoration, refinishing, reveeneering and repairing of automotive woodwork, whether 40 years old or from last year's model. Phone estimates available.

✓ "Concours" Quality ✓ Expert Color/Veneer Complementing
✓ Fastest "Turn Around" ✓ Unsurpassed Service

Madera Concepts® . . .
... Automotive woodwork is all we do!
55-B Depot Rd., Goleta, CA 93117
Toll Free: 800-800-1579; Fax: 805-962-7359
www.maderaconcepts.com

COOL DOWN YOUR KITTY!

• Stops 1000° Heat
• Lowers Sound
• Follows all Contours
• Easy to Install
• Pre-Cut Kits or Bulk

Pre-Cut Jaguar Floor Insulation Kits
• 97207 - XKE • 97254 - '54-'57 XK 140
• 97218 - V-12 • 97231 - '67 2+2
Also available in 30" wide rolls!

KOOLMAT
HI-TECH HEAT INSULATION
877-566-5369 • KoolMat.com

LUCAS CLASSIC TIRES

PIRELLI Stella Bianca
Perfect for your Jaguar
XK120, XK140, XK150
"V" Speed Rated
Now In Stock

2850 Temple Ave. Long Beach, California 90806
800-952-4333 • 562-595-6721
www.LucasClassicTires.com

**Seriously,
any condition.**



Alex Manos buys classic cars.
1-877-912-0007
alex@beverlyhillscarclub.com



Alex Manos buys E-Type, XKE, XK120, XK140, XK150, SSK, MK IV, MK V

Any Classic Jaguar. Any Condition.

Top dollar paid | Any condition
Pick up anywhere in the USA

REMINDER

Ad Deadline for
July/August 2020
issue is Tuesday,
May 5, 2020.

Tales from the Trade

Seeking scarce skills

A high school friend once told me, "Exams and tests don't matter. They're only important if you don't pass 'em." It was a hot Saturday during test season and we were skipping study, sitting on a fence looking at the little dirt bike that had finally run out of gas and put an end to our fun. He and I shared a first name and a love of machinery, but I couldn't figure him out. If not having certificates and diplomas was bad news, then getting them was important, no? He tried explaining, but I didn't follow his logic and the next year he quit school anyway.

I did hold similar views in a few other areas though. Stupid ideas, like, "What is it with insurance? You never need it until you need it, which is almost never." Yeah, run that one past me again, driver, when you just totaled your car ploughing into a parked Mercedes. Kids are kids, but adults make more reasoned decisions, hopefully. One of which is often the question of finding a work/life balance. Time was, this was mostly an hypothetical question; you worked as long as you could to feed a family and when you got too old or sick, it balanced out, because one of the family would put food back on your table. Nowadays, working into old age is for many people a question of personal choice.

LEARNING EARNING SKILLS
A few months ago, the local Boy Scouts had a car wash fundraiser. Find a parking lot, preferably with permission, put your shingle up, distribute a few flyers and you're good to go. Finding the labor is not a problem. Some car clubs have home-tech day events. Start with a host who has a car lift, get people booked on it for half-hour slots, fire up the grill and have a party. Finding model experts can be tricky, but is usually not mission critical. So far, so good.

Now try setting up a fender-making party. You could buy an English wheel, a folding brake and throatless shear,

maybe a shrinker and stretcher set and a leather sandbag, but you will struggle to find a craftsman, or woman. It helps to live in a compact place like the UK and parts of Europe or New Zealand, but in North America there may be a similar number of artisans – perhaps even more – yet the chances are slim they will be in the same state, let alone city, or even within a day's drive. The fact is that truly skilled people are rare, sometimes astonishingly rare. Those who do exist generally either work for themselves and don't want to be rushed (that 'balance' thing), or work for an employer's shop which will have an order book stretching out years ahead. Either way, you may struggle to get help for your well-paying project, never mind a club freebie.

The same applies to other craft skills, of course. Musical instrument makers, portrait artists, wood workers, etc., but under most circumstances, the logistics are simpler. Yes, there's a lot of wood in a Mk IX, but you can still pack it carefully and send it off to be veneered, or ship a cylinder head for race tuning and hand finishing. Making a door or fender, by contrast, normally requires the entire car to be shipped to the shop doing the work, to check for correct fit.

Welding, or wrenching itself, is a skill many people teach themselves, and whilst the results are usually anything but pretty at first, persistence does eventually pay off to some degree. Not every weld has to be picture perfect, or even full penetration sometimes, if you are just tacking something in place, but wheeling compound curves is far less forgiving. It's either right, or it's a mess that no amount of grinding or filling can rescue completely. Sadly, since the skills themselves are so rare, there are correspondingly few craftsmen prepared to set aside time to teach them beyond, say, a son or daughter to carry on after their own retirement. Likewise, many community colleges teach welding or basic auto maintenance, but few hold classes in panel beating skills. If yours does, take the class before they close it. YouTube videos can help, but there's no substitute for hands-on practice. Who knows, in today's 'gig economy' it can be extremely useful to have a second string to your career bow. It could even end up being your primary occupation, and a well-paid one at that. One well-known east coast panel maker started his career path in banking before setting up his current (and extremely busy) Jaguar panel-making company. Will you be next? 🛠️



Old-school craftsmen of their day, one now gone, the other on his way.

AD INDEX

Ace Peak Plates..... 43
Beverly Hills Car Club..... 40, 43
British Automotive Repair..... 21
British Marque Car Club..... 42
Classic Showcase..... 39
Cooper Classics LTD..... 40
Denis Welch Motorsports 20
Donovan Motorcar Service 37
Gullwing 43
J.C. Taylor Insurance..... 43
Jaguar Land Rover North America..... 24, 25, 48
Jose Romero/Driversource 43
Koolmat 40
Lucas Classic Tires 40
Madera Concepts 40
Motorcars Incorporated..... 20
Muncie Imports & Classics..... 37
Original Specification Jaguar Interiors . 33
SNG Barratt..... 47
Speed & Sport Chrome Plating..... 43
Sport & Specialty 9
Terry's Jaguar Parts 40
TYCTA, LLC 33
Welsh Enterprises, Inc. 2
XKs Unlimited..... 21

CLASSIFIEDS: FOR SALE



1995 XJS 4.0 Convertible 7100-mile, two owner car in Anthracite with Charcoal leather, never driven in rain. Documentation includes Polaroid on dealer's forecourt, and calendar diaries recording daily use and weekly summaries of the first 4384 miles. Located near Lewisburg, WV. Asking \$42,500. Call: 304-772-5061. Email dougtoibertwv@gmail.com



1958 Jaguar Mark VIII. Needs total restoration, but rock-solid desert car. Interior needs major work but body has virtually no rust or accident damage. Chrome all present and good condition (replacement fog lamp is included). Nothing major missing or obviously broken. Parts car included for \$3000 all-in, or pay \$2500 without parts car. Call 413-259-1722 Email rogers@jollyrogersmotors.com

XK Parts: (No Photo Available) XK120, 140, 150 through XKE S1. Prefer to sell as one lot, or in large batches. Approximately 30 years accumulation. Well below wholesale at \$6,500. Jerry Bensinger. 330-759-5224 days.



1952 XK120 Coupe: White with beige interior. Fully restored 2017. It was driven once, to a show where it got the most votes in the Jaguar class. Drives very well with no known issues. My husband is 90 and no longer drives. Asking \$92,000. 425-641-7529, email: rosemarieyoung@live.com.



1997 XK8 Coupe: Brooklands Green, Coffee interior. 290 hp, ZF six-speed, 178k miles. Rebuilt AT, ECM. Replaced TB, PS pump and hoses, heater hoses, headlamps, brakes, shock, battery. Upgraded metal thermostat housing, tensioners, rear silencer delete. New seat leather, repainted body, refinished wheels, CD service manual, car cover. \$6,500 Bill Unger, Georgetown, SC, 843-527-7840 (no texts), email: wm.c.unger@gmail.com.



1997 XK8: Four chromed wheels and Dunlop SP Sport P245/50 ZR-17 tires from my 1997 XK8. Wheels and tires like new, with lugs and tool. Date code on tires is 0813. \$400. Larry, 304-575-1420, email: sgwwcave@gmail.com.

V12 Custom Rods: (No Photo Available) New set of 12 custom extended-length H-beam connecting rods for Jaguar v12. Forged 4340 steel, heat-treated/quenched tempered to HRC 33-38. Magnafluxed, shot peened. 6.250" center to center (0.290" over stock), 0.927" pin diameter, big end diameter as stock. 190 grams lighter per rod than OEM. New pistons will be needed with raised pin location. Rods do not come with bolts. Recommended bolts: ARP 200-6208. John in Ohio, 330-802-1348.

WANTED - 1997 XJ6: Want an original price window sticker for a 1997 XJ6. A good photocopy would be acceptable. Robert Hood, 920-623-4382, email: eloisahood@hotmail.com.



1974 E-Type V12 Roadster. Matching numbers. Greensand with cinnamon interior. 47,800 miles. De-smogged, automatic with AC. Nardi wood steering wheel, wire wheels and Heritage Certificate. 3rd owner, call for list of extensive work done to brakes, carbs, top, carpets, suspension, tires. Asking \$66,000. Call/text 336-682-0217 for more information.

Overdrive Moss Gearboxes. (No Photo Available) Two Moss gearboxes with Type A overdrives. Mk1 or Mk2, length from front face of gearbox to rear face of output flange is 26-27 inches. \$250 each. Call or text 910-398-3620.



2000 XK8 Coupe. Anthracite/Charcoal leather, original window sticker. Premium 80-Watt audio, 33,900 mostly highway miles. Garaged, all records available. Selling due to health and age. Wilmington NC, \$12,000 OBO. Call Pete Jarrell 919-810-4528.



1976 XJ6C In good shape with replaced engine by Jaguar specialist due to severe damage. Seats have been recoated by pro. No tears. Good body with replaced vinyl top. Located in Johnstown, PA. \$11,000 buys it. Call 814-539-6456, email: tr4guy@aol.com.

SPORTING JAGUARS WANTED
All SS & XK Series #, C, D, SS, E
Any condition - Any U.S. location
Finder's fees gladly paid.
Jose Romero
281-497-1000
jose@driversource.com



Please mention *Jaguar Journal* when responding to adverts.

WANTED JAGUAR
XKE S-I, S-II, S-III Coupes & Convertible,
XK120, XK140, XK150,
MK II, MK IV, MK V, SS1, SS100.
Any Condition - Any Location in the US
Finder's Fee Paid
1-800-452-9910
Call Peter Kumar
PeterKumar@GullwingMotorCars.com

REMINDER
Ad Deadline for
July/August 2020
issue is Tuesday,
May 5, 2020.

Chrome plating
15-DAY SERVICE
Specializing in
CLASSIC CARS
- Over 20 Years of Show Quality Plating -
Speed & Sport Chrome Plating
404 Broadway, Houston, Texas 77012
(713) 921-0235 - CRAIG BIERMAN
sales@speedsportchrome.com - www.speedsportchrome.com

Seriously, any condition.

Alex Manos buys classic cars.
1-877-912-0007
alex@beverlyhillscarclub.com
E-Type, XKE, XK120, XK140, XK150, SSK
Any Classic Jaguar. Any Condition.
Top dollar paid | Any condition | Pick up anywhere in the USA

ACE PEAK PLATES
Now available direct from the manufacturer, original,
diecast, polished and riveted, aluminum Ace Peak Plates.

**All letters
& numbers
in stock.**
This product is completely manufactured in Ireland on original
60 year old Ace Peak moulding and finishing machinery.
www.acepeakplates.com info@acepeakplates.com
Landline: 011 353 (1) 452 3206

Classified ads are FREE to members and subscribers. No charge for photos. Ads and photos accepted subject to space availability. Send ad, photo (if desired) and payment in US Dollars **four weeks before issue date** to: *Jaguar Journal* 9435 Watkins Road, Gaithersburg, MD 20882. 910-398-3620, Text and photo may be e-mailed to pcrespin@jcna.com. Include member/subscriber number from label. Non-member ads \$20. Commercial classified \$40/inch. Contact Diane DuFour: ddufour@jcna.com. **No credit cards.**

**Fancy *British* cars,
do you?**
Then you should be reading
British Marque Car Club News!

• 40 pages an issue, 11 issues a year
• Available in print or on-line
• News from dozens of British car clubs coast to coast
• Columnists from the USA & UK
• Classifieds & Centerfold Calendar
• Download a free sample copy from our website!
British Marque Car Club News
5 Old Nasonville Rd.
Harrisville, RI 02830
www.britishmarque.com

1-888-ANTIQUE JCTAYLOR.COM
**INSURING YOUR VEHICLES
FOR OVER 50 YEARS**

**J.C. Taylor
INSURANCE**
facebook.com/jctaylorinsurance

JCNA Board of Directors



Executive Committee (Only the president, vice-president and elected member are voting members of the Executive Committee.)
President: Les Hamilton, 9 Sommerset Vale, Monterey, CA 93930. Les@Jags.org; 408-759-2921
Vice President: Mike Meyer, mhm2@roadrunner.com
Elected Member: Dave McDowell, xjjags@gmail.com
Secretary: Bob Matejek, bmatejek@jcna.com
Legal Counsel: Rob Thuss, rob@thusslawoffice.com

Past President: Jack Humphrey, jagluver2@cs.com
Honorary Vice President: Kim McCullough
Treasurer: Bill Sihler, treasurer@jcna.com
Administrative Manager: George Camp, scjag@juno.com
Assistant Administrator: Cara Dillon, asst@jcna.com
Jaguar Designated Director: Fred Hammond, fhammond@partner.jaguarlandrover.com.

REGIONAL DIRECTORS (Date beside name denotes term end)

NORTHWEST
(Ca XK JR, JDRC/NWA, JOCO, Pac JEG, JCC Vict)

Kurt Jacobson – 3/2021–kurtgjacobson@gmail.com

Carole Borgens – 3/2020–304–20443 53 Ave., Langley, B.C., V3A 7A6, Canada, 604-514-8414, caroleborgens@shaw.ca

SOUTHWEST
(Sacramento JC, JAG SF, JOCLA, San Diego JC, JC S AZ, JC Cent AZ, Reno JC, Wasatch Mtn JR, Inland Emp, Rocky Mtn JC, JC S CO, JC N AZ, JCNM)

Mark Mayuga – 3/2020–909-772-1075, markmayuga@att.net

Les Hamilton – 3/2021–9 Sommerset Vale, Monterey, CA 93930, 408-759-2921, Les@jags.org

NORTH CENTRAL
(JC Pittsburgh, JC Ohio, JC Cen. Ohio, JAG Mich, Il. Jag Club, Wisc J Ltd., OJOA, JDC Area 51, JA Grtr IN, Susq VJC, JC Grtr Cincinnati)

Mike Meyer – 3/2021–8134 Crystal Creek, Sagamore Hills, OH 44067, 330-998-0018, mhm2@roadrunner.com

John Boswell – 3/2020–724 Michigan Ave., South Milwaukee, Wisconsin 53172. jboswell1@wi.rr.com

SOUTH CENTRAL
(JC, JC Tulsa, JC Cent Okla, JA Grtr St. Louis, HOAJC, JOAN Tex, JC Austin, JC Houston, San Antonio JC, Gulf Coast JC, Mexico City)

Dave McDowell – 3/2021–1208 Derbyshire Ln., Carrollton, TX 75007, 214-649-5275, xjjags@gmail.com

Ronald Wallis – 3/2020–16638 Cypress Downs Dr., Cypress, TX 77429, 713-808-5988, ronaldawallis@gmail.com

NORTHEAST
(CRJCNY, NCJOC, Del Val JC, Empire Div., JDC LI, JA Grtr Buff, JA Cen. NY, JTC, JCSNE, JANE, Ottawa JC, Jag Auto Grp)

Bill Beible – 3/2020–473 Fairmont Drive, Chester Springs, PA 19425, 610-223-1051

Dean Cusano – 3/2021–333 Cooke Street, Plainville, CT 06062, 860-793-1055, dcusano@motorcarsinc.com

SOUTHEAST
(JC FL, JC SW FL, S FL JC, Sun Coast JC, S Carolina JS, N Ga JC, Carolina JC, Va JC, Grtr Nash JS, S Mtn JC, JCCNFL, N Ala JC)

Craig Kerins – 3/2021–4 Salt Marsh, Fernandina Beach, FL 32034, 706-726-0434, craigkerins@knology.net

Ron Gaertner – 3/2020–1485 Amberlake Rd., Manakin-Sabot, VA 23103, wrghog@aol.com

JCNA COMMITTEES AND MEMBER SERVICES

AUTHENTICITY HELPLINE: Assistance in researching authenticity questions. – George Camp, scjag@juno.com, 888-258-2524 ext #4.

BUSINESS/INSURANCE: Support administrative manager, monitor financial activities, deal with insurance provider. – Gary Vaughan, 6015 Azalea Ln., Dallas, TX 75230, 214-212-7570, gcvaughan@me.com.

CHIEF JUDGE: Hal Kritzman, 860-666-3045, coinman1@cox.net.

CLUB NEWS: *Jaguar Journal* club news and event reports. – *Jaguar Journal* Associate Editor, Gregory Wells, greg@slotblog.net, 2482 Westhill Ct., Norcross, GA 30071, 404-610-4524.

JUDGE’S CONCOURS RULES COMMITTEE (JCRC): – Chair and Chief Judge Hal Kritzman. 860-666-3045, coinman1@cox.net.

CONCOURS COMMITTEE: Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. – Chair, Jim Sambold, xkjagnut@comcast.net.

GENERAL COUNSEL: – Rob Thuss, 803-640-1000, rob@thusslawoffice.com.

JAGUAR JOURNAL EDITOR – Peter Crespín, 9435 Watkins Rd., Gaithersburg, MD 20882, 910-398-3620, pcrespin@jcna.com.

JAGUAR JOURNAL COMMITTEE: Oversees and advises on *Jaguar Journal* scheduling and operations. Rob Thuss, 803-640-1000, rob@thusslawoffice.com.

JCNA/JAGUAR LIAISON: Works with the Jaguar Cars Designated Director to JCNA at the request and direction of the Board of Directors – Barbara Grayson, barbara@consolidatedautoworks.com.

JCNA MERCHANDISE: Order JCNA regalia and other merchandise via jcna.com using PayPal or download the order form from the website and send the order to George Camp, scjag@juno.com or 1-888-CLUB JAG.

JCNA MEMBERSHIP/ROSTER: Maintains all membership records. Processes Member-At-Large inquiries and furnishes JCNA brochures. – Cara Dillon, asst@jcna.com, and George Camp, admin@jcna.com.

JCNA TROPHIES: Official JCNA trophies can only be ordered by JCNA affiliate clubs, not individual members. Order from the JCNA Shoppe online or contact Dave McDowell, 214-649-5275, xjjags@gmail.com.

MEMBERSHIP COMMITTEE: Works to increase JCNA membership and make the club more responsive to members. Mark Mayuga, 909-772-1075, markmayuga@att.net.

NEWSLETTER AWARDS: This committee is now part of the Special Awards Committee.

NOMINATING COMMITTEE: Receives Regional Director Nominations. – Gerald Ellison, Chairman, PO Box 41721, Fayetteville, NC 28309, 910-867-8294, fax 910-867-1679, g.ellison-nom.com-@msn.com.

PASSPORT TO SERVICE: Receives requests for JCNA information generated from Jaguar Passport To Service books. Distributes contact information to appropriate JCNA clubs. Prepares lists of inquiries to receive sample copies of *Jaguar Journal*. – Nedra Rummell, 760-519-5400, nedra@rummells.com.

PROTEST COMMITTEE: Handles protests for Concours. – Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-358-2882, knickc@fastmail.fm.

PUBLICATIONS: Sells JCNA publications, including AGM Seminars, rule books, etc. – George Camp, publications@JCNA.com.

RALLY COMMITTEE: Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. – Bill Beible, 610-223-1052; crs_rally@jcna.com.

SLALOM COMMITTEE: Handles Slalom results. Reviews and revises the Slalom rule book as necessary. Handles Slalom program protests. – John Larson, crs_slalom@jcna.com.

SPECIAL AWARDS COMMITTEE: – Bob Matejek, 1900 Pine Valley Ct., Oakland, MI, 48363, 248-842-1046, awca@jcna.com.

WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 2760 Roundtop Drive, Colorado Springs, CO 80918, 719-930-4801, jagluver2@cs.com.



Events Calendar

NOTE TO ALL CLUBS:
This events calendar was compiled before the COVID-19 pandemic resulted in numerous events being canceled or postponed. Please check event status before entering or travelling.

May 9, 2020: Jaguar Club of Ohio JCNA slalom in the Captain’s Parking Lot at Route 91 and Vine in Eastlake, Ohio. Registration and tech at 9 a.m., slalom runs 10 a.m. JCNA members \$25 per person, non-members \$30. If driving more than one car, add \$10. See www.jcna.com for slalom rules and classes. Meet afterwards at a nearby restaurant. Contact: Mike Meyer, 330-998-0018, email: mhm2@roadrunner.com.

June 6, 2020: Delaware Valley Jaguar Club concours, in conjunction with the Delaware Valley Triumph Club at the Cars and Motorcycles of England event at Historic Hope Lodge in Fort Washington, Pennsylvania. Contact: Jim Sjoreen, 610-998-3860, email: concours@delvaljaguarclub.com.

May 16, 2020: The Heart of America Jaguar Club 2020 concours happens Sunday, May 16, at Crown Center in Kansas City, Missouri. Contact: Mark Short, 913-940-2082, email: mark@kenmarkbackdrops.com.

May 16-17, 2020: The 36th annual British Car Day at Quaker Steak & Lube, Columbus, Ohio. Featured marques this year are Lotus, McLaren, and Rootes. For complete information: https://britcar1.regfox.com/british-car-day-columbus-2020.

May 17, 2020: The Jaguar Club of Los Angeles 2020 JCNA concours, at the historic Muckenthaler Art Center, 1201 W. Malvern Ave, Fullerton, California. The Muckenthaler will also have their own concours that day. Restrooms, food and beverages on the premises. A portion of the entry fee will go to the Muckenthaler. Register via web site: lajagclub.com. Contact: Charlie Hallums, 949-733-1097, email: chash3@cox.net.

May 23, 2020: Susquehanna Valley Jaguar Club 13th annual concours at Sunset Lane Park in York, Pennsylvania. JCNA rules and trophies for Champion, Driven and Special classes, plus Dealer’s Choice and Spirit of the Concours awards. Trailer parking available. Caterer and pavilion tables for lunch. Informal dinner Friday evening at FenderZ Grill & Pub in York. Contact: Dave Hershey, 717-846-0642.

May 24, 2020: Jaguar Forums UK Convoy & Meet and our ‘Jaguar Forums UK Great British Day Out for Jaguar Owners’ 2020. The convoy/drive goes through the glorious Sussex and Surrey countryside, and the main event is at the largest wine estate in England, Denbies.

Registration £5, includes entry on the day, entry in prize draw and Christmas competition entry option. Entrants from afar without Jaguars will be teamed up with British Jaguar owners. See website at www.solidlinux.co.

June 12-13, 2020: Jaguar Association of Greater Indiana concours in the spacious hangar at the Tom Wood Aviation Center in Fishers, Indiana. Reception and pre-registration start Friday 5:30 p.m. and we will be ready for cars by 9 a.m. on Saturday, June 13. Sincere thanks to Tom Wood Jaguar for hosting. Contact: Peter Fischer, 317-341-1796, email fiske@att.net.

June 13, 2020: Jaguar Club of Ohio for a JCNA slalom in the Captain’s Parking Lot at the southwest corner of Route 91 and Vine in Eastlake, Ohio. Registration and tech 9 a.m., runs start 10 a.m. JCNA members \$25 per person, non-members \$30. If driving more than one car, add \$10. Slalom rules and car classes per JCNA website. Meet afterwards at nearby restaurant. Contact: Mike Meyer, 330-998-0018, email: mhm2@roadrunner.com.

June 14, 2020: Jaguar Club of Southern New England 47th concours at the beautiful Lyman Orchards in Middlefield, Connecticut. All JCNA Championship classes. Contact: Herve Galinas, 860-644-2059, email: eventsvp@jcsne.org.

June 14, 2020: Jaguar Association of Central New York 2020 Slalom #1. Located behind Shoppingtown Mall, 333 Butternut Drive, Dewitt, New York. Registration 9 a.m., inspections and driver meetings 9:30, runs begin 10 a.m. JCNA sanctioned. This year we are initiating ‘perpetual’ JACNY trophies for the Season’s Best Time in Class. JCNA members \$20, non-members \$25. Bring

JCNA ID cards, so scores can be added to JCNA.com. There can be more than one registrant per car, so encourage your spouse and friends to participate. Contact: Vars Smith, 315-487-5911, email: vars@varssmith.com.

June 20, 2020: The Virginia Jaguar Club’s VJC 2020 concours will be held in conjunction with the AACA Richmond chapter’s annual car show on Saturday, June 20, at St. Joseph’s Villa, 8000 Brook Road, Richmond, Virginia. Contacts: Wayne Estrada, 202-716-9790 or Ron Gaertner, 804-784-6718, email: wrghog@aol.com.

June 21, 2020: The Jaguar Touring Club will be hosting ‘Cats in the Garden XIV’ at the Van Vleck House and Gardens, 21 Van Vleck Street, Montclair, New Jersey, from 10-3. Come celebrate Father’s Day at a show featuring eight decades of Jaguars, displayed on a former private estate. Tailgating is encouraged. This is a non-JCNA judged event, but trophies will be awarded. Contact Paul Maletsky at (973) 575-8737 or go to www.jtc-nj.net.

June 27, 2020: The Rocky Mountain Jaguar Club will hold its one-day concours at Anderson Park in Wheat Ridge, Colorado. Contact: Frank Sullivan, 970-226-1194, email: flsullivan1@comcast.net.

July 5, 2020: The Ottawa Jaguar Club 2020 concours and family day at Cumberland Heritage Village Museum, a recreation of a rural village from the 1920s with exhibits and heritage buildings including a period gas station. Room for large number of entries. Contact: John Blais, 613-256-4462, email: john.blais3@gmail.com.

July 11, 2020: The Jaguar Affiliates Group of Michigan 52nd annual concours at the Old World Canterbury Village, 2359 Joslyn Ct, Orion Charter Township, Michigan. Details are still coming together. Contact: Bob Matejek, 248-842-1046, email: bobmatejek@aol.com.

July 11, 2020: San Diego Jaguar Club’s 56th annual concours at Cancer Survivor’s Park at Spanish Landing East, 3400 North Harbor Drive. Registration is online-only, see http://www.sdjag.com/2020concourspage.html. Please read through all the info for significant changes compared to previous events. Contact: Mark Hodges, 619-890-0149.

July 19, 2020: Jaguar Owners Club of Oregon concours in conjunction with the region’s premier concours in Forest Grove, Oregon. Our show and shine will still be at the ABFM, but Forest Grove will be the place for our annual judging. This will be judged cars only. For display, meet us at the ABFM in September! Contact: Mike Scott, 541-913-9170.

July 23-26, 2020: Head for the mountains with the Carolina Jaguar Club for its 2020 JCNA-sanctioned concours in the lovely Blue Ridge Mountains at the Switzerland Inn in Little Switzerland, North Carolina. Friday evening sponsored cocktail party. Saturday concours and evening banquet and awards ceremony. Contact: Jerry Tester, 252-717-2966, email: jerry@smarthomesnc.com.

July 25, 2020: The Illinois Jaguar Club 2020 concours at the St. James Farm Forest Preserve in Warrenville, Illinois. Over 100 acres of woodlands, prairies, wetlands, historic structures from late-1800 farmsteads, and 300 species of plants and wildlife. Evening banquet. Contact: Mike Ksiazek, 630-789-2257, email mksiazek@aol.com.

July 25, 2020: ‘Jaguars on the Island’ concours, Victoria, British Columbia. JOTI offers a Friday evening reception, Saturday concours and show with more than 136 (in 2019) cars, plus evening gala awards dinner. Also option of a Sunday prowl and brunch, and sanctioned slalom. Contact (JOTI): Telse Wokersien, email: jccv@shaw.ca. Contact (slalom): Terry Sturgeon.

Member Spotlight

Juan Sierra

By Gregory Wells



Juan and Genie Sierra.

In the 21st century the debate continues as to whether the 'American Dream' still exists. There's little question that for many in Castro's Cuba after the 1958 revolution, the concept was very real, certainly in comparison to the opportunities available as the island's government began to introduce communism.

Juan Sierra was 16-years old when he arrived in the US in September, 1962, along with his mother and younger brother. This was made possible through the tireless effort of his grandmother who secured refugee visas for them; other visas were no longer available. The timing of his departure was perfect; Juan boarded a Pan-Am flight to Miami less than a month before the October missile crisis shut down all travel for nearly three years.

Juan was born in Havana on Jan 21, 1946, the oldest son of parents whose date of marriage is unforgettable: they were

wed the day FDR died. His father was an Army officer; his mother a homemaker. After reaching the States, rather than putting down roots in South Florida as so many Cuban refugees did, Juan and family proceeded to San Jose, California, to join other family members, including his grandmother who had lived there since 1952. His elementary education in Cuba was typical of army families that move a lot, including attending a Salesian Catholic school. After reaching California, he attended San Jose High School then attended and graduated from San Jose State University, where he would meet Genie, his wife of 51 years.

While in high school, Juan began working as a ticket taker at a local movie theater. Later that summer he began working for Del Monte Foods, a company begun in 1898 as the California Fruit Cannery Association. The Del Monte name traces its lineage back to the famous Hotel Del Monte on the Monterey Peninsula and was originally used for a brand of premium coffee in the 1880s, then for canned peaches in 1892. Eventually the company adopted the name of its leading brand and became Del Monte Corporation. Juan worked in their production facilities in San Jose during summers, and after graduation was offered a position in their management training program. He moved around a lot within California, including in the spring of 1972 working at a 3,000-acre Del Monte-owned asparagus ranch outside

of Tracy (near Stockton) California. Juan rose quickly through the ranks, and in 1982 had the opportunity to go to Mexico as director of operations. In 1985 he was transferred to the Philippines where he rose to become the president and general manager of Del Monte Philippines (the world's largest pineapple operation) and also spent time in Del Monte's Kenya pineapple operations. He was also very involved in the construction of a cream-style corn factory on the island of Chongming outside Shanghai (1985-1987). After Del Monte, Juan started his own companies in Florida.

Like most young guys in California, Juan tinkered with cars while in high school. He bought his first car, a 1955 Buick two-door hardtop for \$125, just before graduating.

Juan's cherished 1960 Jaguar OTS was purchased from a retiring Del Monte personnel manager who also owned a Mark IX. He told Juan he could not afford two Jaguars on retirement pay, and needed the bigger sedan for the family. Juan purchased the car for \$2,500, becoming the third owner of a largely original 57,000-mile car. The Jaguar had undergone a BRG repaint, as evidenced by the original blue showing in the doorjambs and firewall. The car also needed a valve job. In 1976, Juan's uncle, who owned a paint and body shop, took the car down to bare metal to repaint it in the original Cotswold blue. When Juan decided to do a full restoration, he entrusted the car to Muncie Imports of Muncie Indiana, and after a three-year restoration, it became a true show car. Juan and Genie have owned their XK150S for over 45 years.

Juan and his lovely wife Genie reside in Longwood, Florida, where they are both very active in the Jaguar Club of Florida, Juan being a past president and current concours d'elegance chairman and Genie the current club secretary. 🍷



The Sierra's magnificent XK150.

Keeping your Jaguar on the road



S·N·G
BARRATT
GROUP

Call us on +1 800 452 4787 or visit sngbarratt.com

IT'S HOW JAGUAR DOES SUVs



Known for power, agility and, of course, luxury, get acquainted with the Jaguar family of luxury performance SUVs. From the F-PACE, our thrilling performance SUV, to the I-PACE, our award-winning and all-electric vehicle, to the E-PACE, our sporty yet spacious compact SUV – the family resemblance is as uncanny as it is thrilling.

JAGUARUSA.COM

JAGUAR ELITECARE

**5 YEARS 60,000 MILES OF COMPLIMENTARY
SCHEDULED MAINTENANCE & NEW VEHICLE WARRANTY**

THE BEST COVERAGE
AMONG LUXURY BRANDS*

Vehicles shown: 2020 Jaguar E-PACE R-Dynamic, 2020 Jaguar F-PACE S, 2020 Jaguar I-PACE HSE. For complete details on vehicle pricing or Jaguar EliteCare coverage, including the new vehicle limited warranty and maintenance coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local authorized Jaguar Retailer. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. © 2020 Jaguar Land Rover North America, LLC